

MASON'S
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KOWLOON-CANTON RAILWAY.

TIME-TABLE. WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.55
Yau Ma Tei ...Dep.	6.45	8.10	9.15	10.05	12.05	1.20	2.40	3.05	4.55
Shatin ...Dep.	6.50	8.15	9.20	10.10	12.10	1.25	2.45	3.10	4.55
Tai Po ...Dep.	7.00	8.25	9.30	10.20	12.20	1.35	2.55	3.20	4.55
Tai Po Market ...Dep.	7.10	8.35	9.40	10.30	12.30	1.45	3.05	3.30	4.55
Fanning ...Dep.	7.20	8.45	9.50	10.40	12.40	1.55	3.15	3.40	4.55
Shing Mun ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.25	3.50	4.55
Shing Mun ...Arr.	7.41	9.05	10.10	11.00	1.00	2.15	3.35	4.00	5.00
Canton ...Arr.	11.50	5.38	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.34	6.46
Shing Mun ...Dep.	8.12	10.41	11.16	11.44	3.05	4.48	5.56	6.41	6.53
Fanning ...Dep.	8.20	10.49	11.24	11.52	3.10	4.53	6.00	6.45	6.57
Tai Po Market ...Dep.	8.30	10.59	11.34	12.02	3.20	5.03	6.10	6.45	6.57
Tai Po ...Dep.	8.40	11.09	11.44	12.12	3.30	5.13	6.20	6.45	6.57
Shatin ...Dep.	8.50	11.19	11.54	12.22	3.40	5.23	6.30	6.45	6.57
Yau Ma Tei ...Dep.	9.00	11.29	12.04	12.32	3.50	5.33	6.40	6.45	6.57
Kowloon ...Arr.	8.17	9.04	11.31	11.49	12.37	3.57	5.58	6.46	7.09

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.55
Yau Ma Tei ...Dep.	6.45	8.10	9.15	10.05	12.05	1.20	2.40	3.05	4.55
Shatin ...Dep.	6.50	8.15	9.20	10.10	12.10	1.25	2.45	3.10	4.55
Tai Po ...Dep.	7.00	8.25	9.30	10.20	12.20	1.35	2.55	3.20	4.55
Tai Po Market ...Dep.	7.10	8.35	9.40	10.30	12.30	1.45	3.05	3.30	4.55
Fanning ...Dep.	7.20	8.45	9.50	10.40	12.40	1.55	3.15	3.40	4.55
Shing Mun ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.25	3.50	4.55
Shing Mun ...Arr.	7.41	9.05	10.10	11.00	1.00	2.15	3.35	4.00	5.00
Canton ...Arr.	11.50	5.38	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.34	6.46
Shing Mun ...Dep.	8.12	10.41	11.16	11.44	3.05	4.48	5.56	6.41	6.53
Fanning ...Dep.	8.20	10.49	11.24	11.52	3.10	4.53	6.00	6.45	6.57
Tai Po Market ...Dep.	8.30	10.59	11.34	12.02	3.20	5.03	6.10	6.45	6.57
Tai Po ...Dep.	8.40	11.09	11.44	12.12	3.30	5.13	6.20	6.45	6.57
Shatin ...Dep.	8.50	11.19	11.54	12.22	3.40	5.23	6.30	6.45	6.57
Yau Ma Tei ...Dep.	9.00	11.29	12.04	12.32	3.50	5.33	6.40	6.45	6.57
Kowloon ...Arr.	8.17	9.04	11.31	11.49	12.37	3.57	5.58	6.46	7.09

* FIRST CLASS ONLY.

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. The Orient & Co., Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

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SUNDAY EXCURSION—20TH NOV., 1927.

To Macao: 9.00 A.M. "SUI AN" From Macao: 4.00 P.M. "SUI AN"

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SUNDAY PLAYS.

NEW DEPARTURE AT A LONDON CINEMA.

FILM ACTED WITH SCENERY.

Those who were present at the Plaza Theatre on October 9th, says the film correspondent of the London Morning Post and saw the film "Downhill," witnessed what was probably the first play in history acted on the English stage in public on a Sunday night.

When about a thousand feet of the film had passed across the screen the picture was stopped, the stage was lighted, and a scene from the film was re-enacted by Mr. Ivor Novello and two other players.

Later the light faded out and the film continued.

The scene represented action in the study at a boys' school, during which the two occupants are summoned to the Headmaster to explain some trouble that has arisen in connection with a complaint made by the tuck-shop girl against one of them. They discuss what action they shall take, the servant comes in and tells them the girl is there waiting with the Headmaster, and the innocent boy encourages the guilty one to keep a stout heart in the events to follow.

The significance of the incident is that the players are in costume and a built-up act of scenery and furniture is used.

Moreover, before "Chang," the film preceding "Downhill," a full stage-set is also used in a prologue, a man dressed as a gorilla climbs about the property-trees, and a big-game hunter shoots him.

A Precedent.

Hitherto, no play has ever been permitted to take place on the stage on Sunday evening, and even if some dialogue is introduced at a concert between two vaudeville players, no costumes or scenery is permitted.

This is accordance with the Lord Chamberlain's orders and applies to theatres and music-halls. Cinemas come under the London County Council for licensing purposes, but it will not be surprising if the theatres complain at one more divergence in the rules controlling them and the cinemas.

The theatres, indeed, all entertainments, including cinemas on Sunday, are subject to the provisions of the Sunday Observance Act of 1781.

£300,000 GIFT TO A COLONY.

DEVELOPMENT OF BRITISH HONDURAS.

BUT NO CHURCHES, CHAPELS, DANCING HALLS OR SCHOOLS.

Baron Henry Edward Bliss, of Belize, British Honduras, formerly of Brandon Park, Suffolk, and Quarry Court, Marlow, a member of the Royal Yacht Squadron, left personal estate in England valued for probate at £230,497, in addition to property in British Honduras valued at 110,978 dollars (about £22,800).

Subject to a few small bequests he left all his property for a Baron Bliss Trust, to be devoted to the development of British Honduras. The trustees are to be the Governor of the Colony (Chairman), the Colonial Secretary, and the Attorney-General of the Colony, and two additional trustees to be appointed by the Governor. The Trust is to be administered for the benefit or development of the Colony—buildings, roads, railways, canals, piers, promenades, sea walls, lighthouses, channels, water-works, electric light supplies, telephones, hospitals, medical or economic research work, or other beneficial work, but not churches, chapels, dancing halls, education, or schools (other than agricultural or vocational training).

No subject of the United States of America is to be a trustee or employed by the Trust. All materials, tools, plant, steel, brass, copper, hardware, &c., used for any of the work of the Trust are to be the produce or manufacture of the British Empire. All machinery (including railway plant) is to be of British make. The total value of the bequest to the Colony on the falling in of the various annuities will be not less than £200,000. The Colony is 8,598 square miles, with a population of under 50,000.

(Continued at foot of next column.)

CAPTURE OF A GHOST.

PARSON WHO MASQUERADED AS A WOMAN.

QUEST FOR EVIDENCE OF NIGHT LIFE.

Some days ago the news was received that the "ghost" which had been haunting Curry Rivel, a small village some ten miles from Taunton, had been captured. The full report is given in the Sunday Times.

The "ghost" is the Rev. Alfred H. Read, a middle-aged man, who has been the Congregational pastor at Curry Rivel since 1923. The object of the masquerade, according to Mr. Read, was to obtain first-hand knowledge of night life in the district, and in an explanation he has since made to a public meeting he stated: "Now that this strange and perhaps foolish jaunt of mine is over I have to apologise to everyone, and I trust that they will all be ready to forgive me this spasm of folly."

Meanwhile, Mr. Read has been ordered a complete rest by his doctor. How Discovery Was Made. During the past year or so stories had circulated in the district of the mysterious appearance at night of a very tall and strange "woman," who was locally referred to as "the ghost."

According to Mr. W. Weaver, landlord of the King William Inn, Curry Rivel, the masquerade began some three winters ago, when the strange "woman" was first noticed. At last the villagers determined to solve the mystery. On hearing a few nights ago that "the lady" had been seen, Mr. Weaver jumped on his bicycle, and accompanied by a Mr. Chorley, went along the road until he caught up to her.

Mr. Chorley leapt off his machine, and, seizing her by the shoulders, exclaimed: "Now you will have to surrender." As the "woman" made no reply, Mr. Chorley shone the cycle lamp in her face. The "woman" was dressed in a small close-fitting black hat, with black veil, and was also wearing a woman's red mackintosh, white stockings, and patent leather shoes with high heels. It was not until Mr. Weaver attempted to remove "her" hat that the stranger spoke, saying "I am Mr. Read."

The discovery was immediately followed up by Mr. Read issuing, by handbill, an invitation, to the public to attend meetings at Drayton and Curry Rivel to hear his explanation. He had himself reported the matter to the Somerset Congregational Union authorities, and it is understood, suggested an inquiry into his action, if deemed advisable.

The Explanation.

Mr. Read said: "I was driven to the venture because I was acutely influenced by what appeared to me to be, as reflected in the daily Press, a gross degeneration both of manners and morals. 'So, without consulting anyone (I am now told that it would have been better if I had taken our own constable into my confidence) I resolved that I would put myself in another person's shoes.'"

"Now it became my policy to discover what was the attitude of the ordinary man to an ordinary woman going alone on country roads at night, who made no advances, and who rarely spoke unless first spoken to, and who became absolutely silent when any sort of advance or familiarity was made by a man. 'To my surprise, and to my intense satisfaction, though I walked many miles on various occasions, there was not anyone who became at all troublesome. 'I calculated that my position as minister would lend added weight to the testimony I could give.'"

A Happy Life.

Baron Bliss in his will desired it to be placed on record: "That my married life has been a very happy one, and that I have enjoyed my life, never experiencing an unhappy day, and I hope I die happy." He directed that his body should be embalmed and buried on the point of land overlooking Belize Harbour at a depth of not less than six feet above high water mark at Fort George, and that over his grave an obelisk in the form of a Cleopatra's Needle with a small light be erected 80 feet above the ground level. This monument is to be built of Aberdeen granite or similar hard stone, and designed by an English engineer.

DIARY OF EVENTS.

To-day.

Cricket: Army v. R.A.F., H.K. C.C. ground, 10 a.m.—4 p.m. Ladies Recreation Club "At Home," and Hard Court Finals, 3 p.m.

School Football: Queen's College Inter-class final, Queen's College ground, Causeway Bay, 3.30 p.m. Presentation of Shield, 5 p.m.

Presentation to Mr. T. P. Beatty, former Chief Officer of the S.S. Manning, at Chamber of Commerce Board Room, 4 p.m.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m. Football: Taikoo European Staff v. Taikoo Chinese Staff, H.K.F.C. ground, 4.45 p.m.

Hockey: Club 1st XI. v. 5/2nd Punjabis, Marina Ground, 5 p.m. Hong Kong Boy Scouts Association annual meeting, St. John's Cathedral Hall, 5.15 p.m. Cafe Regent dinner dance, 8 p.m. Billiards: S.C.A.A. v. European Y.M.C.A., China Building. Queen's Theatre: "The Magician."

World Theatre: "Monsieur Beaucaire." Star Theatre: "Go West," 5.30 p.m.; The New "Our Cabaret" present "Cocktails," 9.15 p.m.

Thursday. Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m. Garrison Football League: R.E. and R. Sigs. v. H.K. 1 K.O.S.B.; R.A.O.C. v. C. Coy., K.O.S.B.; Sookunpo, 4.15 p.m. Interport Football Trials: First practice game, H.K.F.C. ground, 4.30 p.m. Victoria Diocesan Association. "At Home," Helena May Institute. Tea, 4.30 p.m.; meeting, 5 p.m. "Dragonpower, Cricket Club" annual meeting, Club House, 5.30 p.m.

Steel and Coulson's Billiards League: R.E. and R. Sigs. v. R.A.; K.O.S.B. v. D.R.C.; Revenue v. Police; Garrison Sigs. Mess v. Warders. H.M.S. Ambrose Carnival Dance, Lane, Crawford's Restaurant. After Dinner Dance, at Lee Gardens. Cafe Regent dinner dance, 8 p.m. European Y.M.C.A. debate, 9 p.m. Queen's Theatre: "The Magician."

World Theatre: "The Midnight Sun." Star Theatre: "The Cohens and the Kellys," 5.30 p.m.; The New "Our Cabaret" present "Honi Soit," 9.15 p.m. Principal Mails:—Inward: Australia, etc. (Tango Maru). Friday.

King Haakon VII. of Norway accepted the Crown, 1905. Shanghai and Malaya Interport Cricket Teams arrive. Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m. Hockey: Club "A" v. 5/2nd Punjabis, King's Park, 5 p.m. Paper on "Gas"—Its Distribution and Uses, by Mr. A. Hevey (H.K. and China Gas Co., Ltd.), Institution of Engineers and Shipbuilders of Hong Kong, 5.45 p.m. Cafe Regent dinner dance, 8 p.m. Queen's Theatre: "The Magician."

World Theatre: "The Midnight Sun." Star Theatre: "The Cohens and the Kellys," 5.30 p.m.; The New "Our Cabaret" present "Honi Soit," 9.15 p.m. Principal Mails:—Inward: Europe via Negapatam, letters, (Patroclus). Saturday.

Xmas and New Year Letter Mail for Great Britain, closes at G.P.O., 9.30 a.m. Bankruptcy Court, 10.30 a.m. Golf: Bogey Pool, Fanning. Entries close for Fanning Hunt Autumn Meeting, noon. New Territories Agricultural Show Committee meeting, Sheung Shui, 2.30 p.m. Yachting: Racing Yachts: 3rd Championship Race.

Fanning Hunt meet-Sheung Shui Police Station, 2.30 p.m. Interport Cricket: Shanghai v. Hong Kong, H.K.C.C. ground (first day). Cricket League:—Division I: Craigengower C.C. v. Royal Navy; I.R.C. "B" v. Kowloon C.C. Division II: H.K. Electric Co. v. R.A.O.C.; Club de Recreio v. Police R.C. Friendly Cricket: C.S.C.C. v. Scots Guards, Kowloon C.C. 2nd XI. v. R.A.F.

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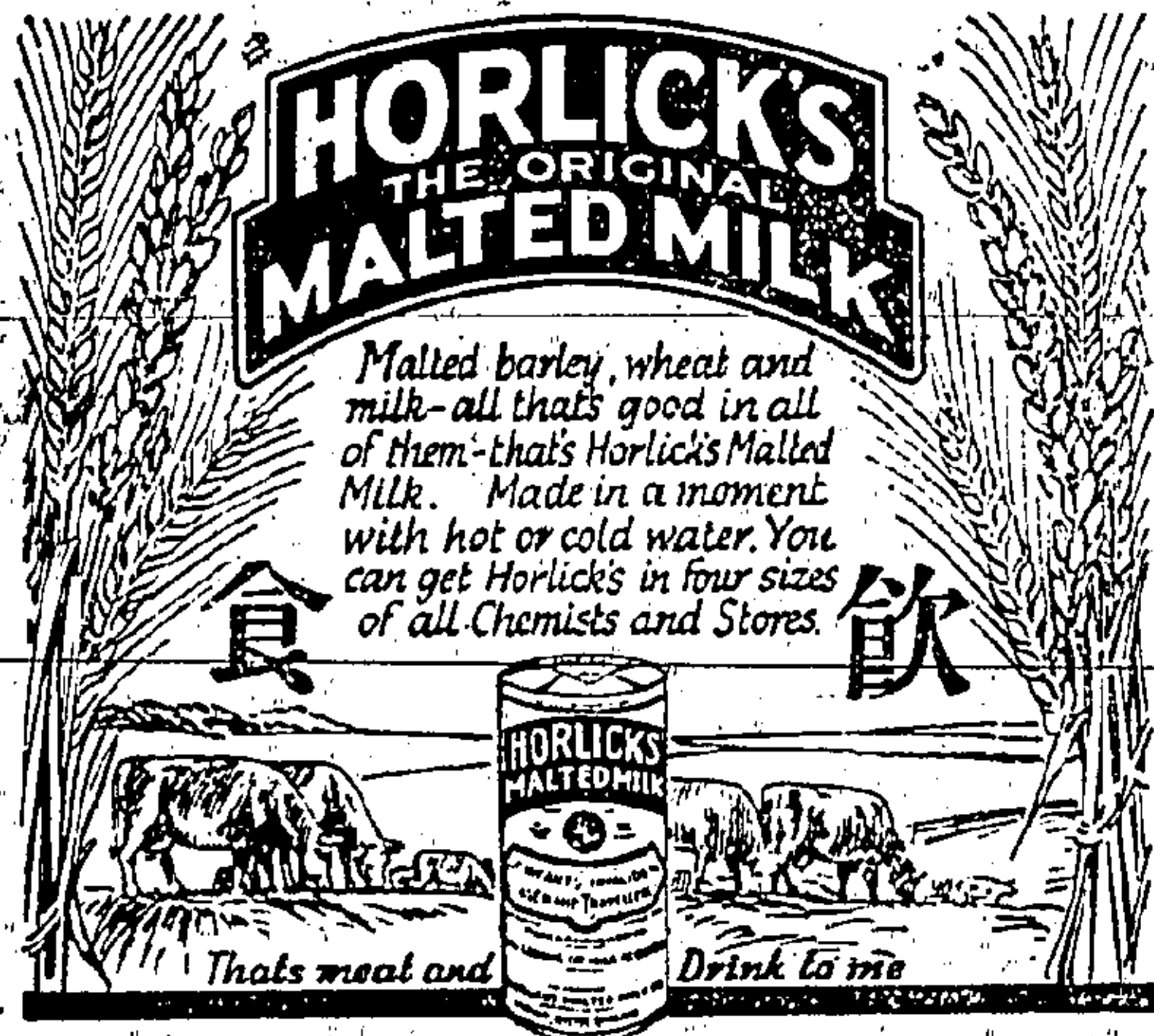
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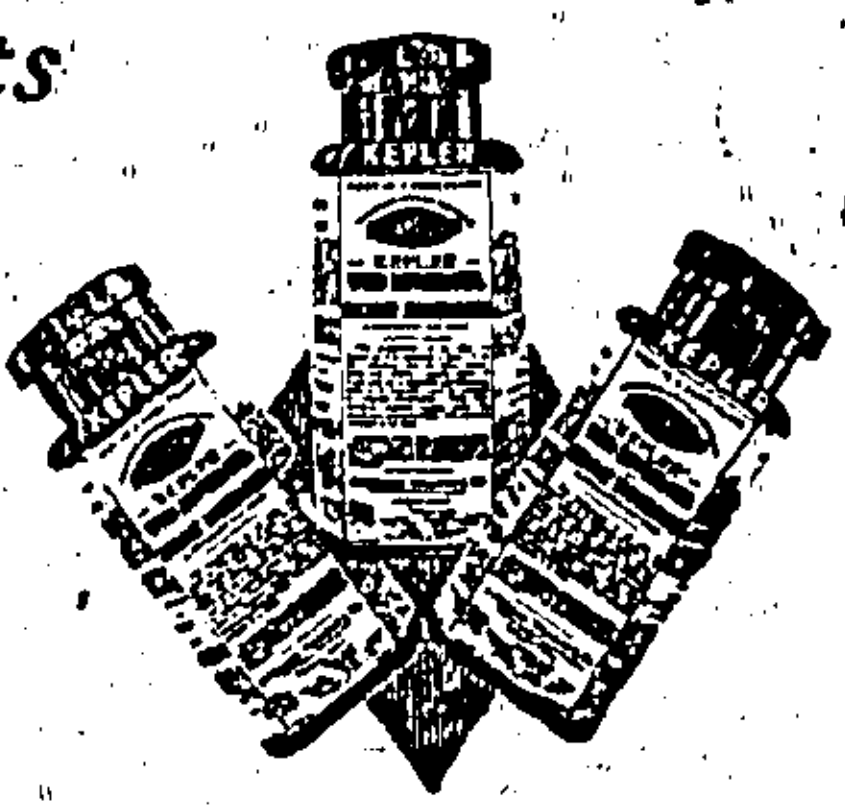
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PRIDE IN THE REGIMENT.

SOME REMINISCENCES. THAT DIRTY WHITE JACKET ON COAL FATIGUE!

A true story which recruiting sergeants might tell with dramatic effect to young men debating whether or no to join the Colours:—
Thirty-seven years ago a young man named Wall enlisted at Derby and was sent to the recruiting office of the Grenadier Guards.

The other day this same young man retired from the Grenadier Guards, senior serving officer and man of that regiment. In 37 years he had become Captain and Quartermaster G. H. Wall, M.C., M.B.E.

The Recruiting Sergeant might then draw a picture of Captain Wall, a whole man, hale and hearty and not even grey, enjoying retirement in his house at Mill Hill—a man full of honours and with a store of memories.

Here are some of the things he remembers of 1890.

A soldier's clothing included scarlet tunic, blue trousers, bearskin "cap," pillbox, forage cap, white shell jacket.

One crime sheet entry of that time was "Turning out for coal fatigue in dirty white jacket!"

There were no canvas suits for fatigues as there are now, no khaki for training.

Captain Wall had sixteen weeks' recruit parades at the Caterham depot. The training included throwing the rifle from the "order" to the "shoulder": if a man couldn't do this without throwing the rifle out in front of him he was (and close against a wall—whereupon he skinned his knuckles.

There was no swinging of the arms in parade marching at all; the rear rank was so close to the front rank that the former almost stepped on the heels of the latter—and it was not uncommon for the front rank to be "stuck" by the bayonets of clumsy men in the rear rank.

Manoeuvres when Captain Wall was a recruit were carried out in tight scarlet tunics, blue trousers and leggings, bearskin "caps," with Slade-Wallace equipment (patent leather valise on the back, surmounted by rolled coat, white buff straps, very uncomfortable, and white buff pouches), and a Lee-Stanford rifle, the magazine of which loaded one cartridge at a time.

Pay was 1s. 1d. a day, out of which a man had to buy all his meat and bread.

Supper A Luxury.

Breakfast then consisted of bread and butter, coffee, dinner, meat and potatoes (pudding once a week), tea, and bread (with jam and butter on very rare occasions). The men had no supper—nothing till next morning unless, having received an extra shilling on Bank (of England) picket, they could buy bread and cheese, cold ham or eggs, in the coffee bar.

The battalion was largely "run" by the adjutant and the sergeant-major: for Hyde Park parade officers drove up to the Park in hansoms, and after "Officers, fall out!" the battalion was marched back to barracks by the adjutant.

There was a "Theatre Guard" for Covent Garden opera—an officers' guard when royalty attended. Many more sentries were on Queen's Guard (St. James's Palace); there was a double sentry on Marlborough House and two on the War Office (then in Pall Mall). An officer's guard, mounted in the Tilt Yard, found sentries for 10 Downing-street, and for the Foreign Office.

Captain Wall remembers living in bell tents on the sand at Pirbright (for musketry); the food was cooked in the old camp kettles; there was no water service, and though there were "pumps," water was often taken from the canal for cooking as well as for washing.

"Only those who have lived in the conditions of the Service can credit it," said Captain Wall.

"When I joined we ate in the quarters where we slept; now the Guards have a well-appointed mess-room with table-cloths. They have bacon, or something of the sort, with breakfast, sweets with their lunch, and a tea of a substantial sort. They can also have supper—though in London the men like to get out. None of the cost of feeding comes out of their pay, though this has more than doubled.

The men's coffee-bar, run by the N.A.A.F.C., is at least as attractive as a good restaurant; the variety all they could wish for, and the quality of the stuff very high. It used to be a battalion affair, run by a sergeant and two privates. They had no experience and the surroundings, in the old buildings were far from pleasant.

(Continued on next column.)

FOIBLES OF THE GREAT.

MR. CHURCHILL AND HATS. OTHER ECCENTRICITIES.

The doctors have just decided that we are peculiar people (says the *Sunday Express*). Every one laughs at the famous story of Dr. Johnson, who touched every post or railing as he passed it in the street; but how many could truthfully say that they had never been guilty of a similar eccentricity?

Few people store orange peel, as Dr. Johnson did, and still fewer dare practise his extraordinary habit of twitching off a woman's shoe at dinner; but how many men pull nervously at their ties as the Prince of Wales does?

Most of our public men to-day have some marked peculiarities.

Politicians' Eccentricities.

Mr. Churchill's small hats are the delight of his friends, and in the House of Commons he has acquired the apparently incurable habit of folding an order paper into a triangle, then making a tube of it which he finally throws on the floor.

When speaking, Lord Balfour grips the lapels of a coat which is never buttoned up; and he makes notes on old envelopes, but never can find these when he wants them.

Sir Austen Chamberlain used to throw aside his monocle when making an important point in his speech, but of late he has alternated between the use of the monocle and a pair of spectacles.

Mr. Baldwin's cross-cut trouser pockets may be described as an eccentricity, for few men have them nowadays. There is wisdom in this—they are pickpocket proof!

Mr. Lloyd George runs his fingers up and down the ribbon of his pince-nez and never applauds with his hands in the conventional manner, but hits the palm of his left hand with his right closed fist.

An eminent Greek scholar, Richard Porson, had a great capacity for drinking anything that happened to be handy to his elbow—even a bottle of ink.

He was dipping in the house of a friend who was ill in bed. A servant came into the room for a bottle of embrocation for his master. "I drank it an hour ago," said Porson.

Herbert Spencer, the philosopher, had a pair of ear muffs which he placed in position whenever he wished to be deaf to all outside interference with his profound thoughts.

He had one quaint whim for his comfort when travelling.

Hammock.

Not content with reserving a first-class saloon carriage for his exclusive use, he had a hammock slung in it, so that the Victorian permanent way did not unduly jolt the brain that conceived "Social Statics."

Robert Hawker, the Cornish poet, who wrote the famous ballad, "And Shall Trelawny Die?" although he was a parson, would wear nothing black except his boots.

He was sometimes dressed only in a yellow blanket, in which there was a hole for his head to come through.

He was always accompanied to church by nine cats, and wore all through the service a pair of crimson gloves. He went to his first wife's funeral wearing a pink hat.

In Ohio, an educated man took up his abode in a tree, a natural reversion to the habits of his ancestors.

According to Mr. E. F. Benson, the late Lady Beresford, wife of the Admiral, wore false eyebrows. Once when she was cruising in the Admiralty yacht in the Mediterranean a small parcel arrived for her which had burst open in the post, and all the eyebrows fell out.

She made no attempt to hide the fact that she wore false hair, and remarked during a game of cards, "If you insist on playing that card I shall take off my hair and throw it at you!"

Pride Of Regiment.

"We had no billiard room then—only a bagatelle board in what was called a library."

"My record is unique in one respect," Captain Wall added, "namely, that I have been through out my service in the 3rd Battalion—and in this I consider I have been fortunate. One always thinks one's own regiment and one's own battalion the best. I remember when we were in front of Poperinghe and were training while resting, Canadian officers—the Canadians were on the right of the Menin Road then—sometimes came to see us. One of them asked a sergeant the best way to do something."

"There's only one way, sir, and that's the right way—the Grenadier Guards' way!"

"And that's how every soldier should think of his own regiment!"

—*Evening News.*

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. K. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.)

CHINESE COMPANY. Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:—

Constables R.79 Lo Tak Hoi, R.80 Ohan Man Bun, R.81 Chan Lai Shou to No. 3 Section.

INDIAN COMPANY. Training.

The following is the result of the examination in Part II. (Knowledge of Police Duties and Regulations) held on Monday, November 7th:—

Passed with Credit:—Constable R.242 Taj Mohammad Khan.

Passed:—Constable R.218 Ghulam Mohammad.

FLYING SQUAD. Strength.

Constable R.338 Frank Lee is permitted to resign on leaving the Colony.

Training.

The following members of the Flying Squad have been passed out as efficient in Part I:—

Constables R.314 J. van der Lely, R.315 Ho So.

The weekly instructional patrol of the Hong Kong section on Thursday, November 17th, will start from Central Police Station as usual at 5.15 p.m. sharp.

GENERAL. Part III. Musketry.

The following Police Reservists will attend at the Kennedy Road Revolver Range in multi on Saturday, November 18th, at 2.30 p.m. sharp for instruction in revolver shooting under Inspector H. J. Paterson:—

15 men to be detailed by O.C. Chinese Company.

15 men to be detailed by O.C. Indian Company.

10 men to be detailed by O.C. Flying Squad.

Police Training School.

Classes for instruction in Part II. of training course will be held at the Police Training School under Inspector H. J. Paterson on Thursday, November 17th, and Tuesday, November 22nd, commencing both evenings at 5.30 p.m. sharp.

Training: Part I. (Squad Drill).

All members of the Police Reserve who have not yet passed out as efficient in Part I. will parade in multi at the Central Police Station for Squad Drill and Rifle Exercises under Sergeant R. J. Hunt as follows:—

Chinese and Indian Companies on Thursday, November 17th, and Tuesday, November 22nd.

Flying Squad on Wednesday, November 16th.

Fall in on each evening at 5.30 p.m. sharp.

(Sgd.) G. B. HARTFORD, D.S.P. (A), Adjutant.

Hong Kong, Nov. 15th, 1927.

JAPAN'S SILK INDUSTRY AND TRADE.

SILK EXPORTS REPRESENT 43 PER CENT. OF TOTAL EXPORTS.

Exports of raw silk during 1926 from Japan totalled 442,978 bales, valued at 734,062,000 yen, as compared with 438,449 bales, worth 679,687,000 yen, in 1925. A heavy fall in raw silk prices occurred during the year. The increase in the quantity exported was entirely due to an increased demand from the United States which is the most important outlet for Japanese raw silk, being responsible in 1926 for 437,621 bales, as against 422,984 bales in the previous year. Japan supplies about 94 per cent. of the American demand for raw silk, states the Journal of the London Chamber of Commerce.

Silk tissues to the value of 133,071,000 yen were shipped from Japan during 1926, a record, representing an increase of nearly 14 per cent. as compared with the 1925 total. The silk tissues exported were distributed as follows:—Australia, 30,426,495 yen (22.9 per cent. of the total); the United States, 26,263,622 yen (19.7 per cent.); Great Britain, 16,852,494 yen (12.7 per cent.); Canada, 14,048,963 yen (10.6 per cent.); and British India, 11,985,620 yen (9 per cent.).

The total value of the exportation of all silk from Japan last year reached 885,000,000 yen, more than 43 per cent. of the total Japanese export trade. Silk raising is generally a supplementary industry for farmers, and in 1926 there were 2,061,534 families engaged in sericulture, with a cocoon harvest of a value of 661,442,000 yen, the corresponding figures for 1925 being 1,948,706 families, with a harvest valued at 824,356,000 yen.

THE 44th ANNUAL AL FRESCO FETE

OF THE
SOCIETY OF ST. VINCENT DE PAUL
WILL BE HELD
IN THE COMPOUND OF THE CATHOLIC CATHEDRAL
ON
SUNDAY, 4th DECEMBER, 1927,
from 3.30 p.m. to 11.30 p.m.

UNDER THE DISTINGUISHED PATRONAGE OF
HIS EXCELLENCY THE GOVERNOR AND LADY CLEMENTI.
ADMISSION.—\$1.00 (each ticket entitled to a Souvenir)
8.30 p.m. to 11.30 p.m.—50 cts. (without Souvenir)
Soldiers and Sailors in Uniform Admitted at Half Price.

In the **AFTERNOON** from 3 to 7 p.m. several **STALLS** will be open and amusements specially for children will be provided. Tea may be obtained at 50 cents per head.

ADMISSION FREE.

The grounds will be brilliantly illuminated in the evening, and there will be music both in the Afternoon and in the Evening.

SOME FEATURES OF THE FETE.

TOY BAZAAR; XMAS TREE STALL; ART GALLERY; SURPRISE CAKE WITH DIAMOND RING—WEDDING RING—SOUVENIRS AND OTHER VALUABLE GIFTS; CANDY STALL; SURPRISE PACKETS; FANCY DOLLS; CHINESE STALL; AMERICAN STALL; FIVE DOLLARS STALL; ETC.

FARM YARD

Come and win your Turkeys, Geese, Sucking Pigs and Hams for **CHRISTMAS.**

SEVERAL RAFFLES WITH VALUABLE PRIZES
Including an **ERSKINE SIX, A FOUR SEATER SEDAN DE LUXE** with all the latest equipment.

No Work of Charity is Foreign to the Society.

COME AND HELP HONG KONG'S POOR.

[5505]

HONG-KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

NOVEMBER 15TH, 1927.	
H.K. Bank	.....\$1.137 1/2 sel.
Do, London	.....\$1.20 nom.
Chartered Bank	.....\$2.03 buy.
Mercantile Bank, A. & S.	.....\$2.01 nom.
Do, (single)	.....\$2.01 nom.
P. & O. Bank	.....\$2.10 nom.
East Asia Bank	.....\$2.03 nom.
Canton Insurance	.....\$2.04 buy.
Union Insurance	.....\$2.02 buy.
North China Ins.	.....\$2.14 nom.
Yankee Insurance	.....\$2.04 buy.
China Underwriters	.....\$2.15 sel.
China Fire Insurance	.....\$2.15 sel.
Hong Kong Fire Ins.	.....\$2.03 buy.
Steamboat	.....\$2.03 buy.
H.K. Tugs	.....\$1.90 nom.
Indo-China (Frd.)	.....\$2.00 nom.
Do, (Def.)	.....\$2.00 nom.
Shell Transport	.....\$2.00 nom.
Waterworks	.....\$2.00 nom.
Benguet	.....\$2.00 nom.
Kailash Mining Ad.	.....\$2.00 buy.
Langkate (combined)	.....\$2.17 buy.
Do, (single)	.....\$2.17 buy.
S'iao Explorations	.....\$2.20 buy.
Shanghai Loans	.....\$2.51 buy.
Banbe	.....\$2.03 buy.
Tromb Mines	.....\$2.19 buy.
H.K. & K. Wharfs	.....\$2.02 buy.
H.K. & W. Docks	.....\$2.01 buy.
China Providents	.....\$2.04 nom.
Hongkows	.....\$2.14 buy.
New Engineering	.....\$2.40 buy.
Shanghai Docks	.....\$2.01 buy.
Ewo Cottons	.....\$2.25 buy.
Do, (new)	.....\$2.25 buy.
H.K. & S. Hotels	.....\$2.01 sel.
H.K. Lands	.....\$2.00 buy.
Shanghai Lands	.....\$2.11 buy.
Humphreys Estates	.....\$2.00 buy.
Hong Kong Realities	.....\$2.01 buy.
H.K. Territorials	.....\$2.01 buy.
Prince's Buildings	.....\$2.00 buy.
H.K. Tramways	.....\$2.01 sel.
Peak Tram (old)	.....\$2.01 sel.
Do, (new)	.....\$2.01 sel.
Star Ferries	.....\$2.01 nom.
China Lights (comb.)	.....\$2.01 nom.
Do, (old)	.....\$2.01 nom.
Do, (new)	.....\$2.01 nom.
H.K. Electric	.....\$2.01 buy.
Macao Electric	.....\$2.01 buy.
Telephones	.....\$2.01 buy.
China Buses	.....\$2.01 buy.
Singapore Traction	.....\$2.01 buy.
China Sugars	.....\$2.01 sel.
Malacca Sugars	.....\$2.01 sel.
Canton Ice	.....\$2.01 sel.
Cement (combined)	.....\$2.01 sel.
Do, (old)	.....\$2.01 sel.
Do, (new)	.....\$2.01 sel.
H.K. Ropes (old)	.....\$2.01 sel.
Do, (new)	.....\$2.01 sel.
United Asbestos	.....\$2.01 sel.
Dairy Farms	.....\$2.01 sel.
Watsons	.....\$2.01 sel.
Der A Wings	.....\$2.01 sel.
Lease Crawford	.....\$2.01 sel.
Macintosh	.....\$2.01 sel.
Boncos	.....\$2.01 sel.
Wm. Powell	.....\$2.01 sel.

(Continued at foot of next column.)

EXCHANGE.

CLOSING QUOTATIONS.

November 15th, 1927.

On LONDON.—	
Telegraphic Transfer	.....2/0
Bank Bills, on demand	.....2/0 5/16
Bank Bills, at 30 days' sight	.....2/0
Bank Bills, at 4 months' sight	.....2/0
Credit, at 4 months' sight	.....2/1
Documentary Bills, 4 months' sight	.....2/1 1/2
On PARIS.—	
Bank Bills, on demand	.....1,250
Credit, 4 months' sight	.....1,245
On NEW YORK.—	
Bank Bills, on demand	.....49 1/2
Credit, at 60 days' sight	.....51
On BOMBAY.—	
Telegraphic Transfer	.....135
Bank Bills, on demand	.....135
On CALCUTTA.—	
Telegraphic Transfer	.....135
Bank Bills, on demand	.....135
On SHANGHAI.—	
Bank Bills, at sight	.....73 1/2
Private, 30 days' sight	.....73 1/2
On YOKOHAMA.—	
On demand	.....107
On MANILA.—	
On demand	.....99
On SINGAPORE.—	
On demand	.....97 1/2
On BATAVIA.—	
On demand	.....121 1/2
On HAIKONG.—	
On demand	.....nom.
On SAIGON.—	
On demand	.....nom.
On BANGKOK.—	
On demand	.....92 1/2
Sovereign Bank's Buying rate	.....\$9.55
Gold Leaf, 100 fine, per tael	.....2513/16
SILVER, per oz.	.....2513/16

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rueby, Nov. 14th.

Paris	.....124
Brussels	.....34.94
Amsterdam	.....12.07 1/2
Berlin	.....20.42
Copenhagen	.....18.18
Vienna	.....34.52 1/2
Helsingfors	.....160 1/2
Lisbon2.27/84
Bucharest735
Buenos Aires47 1/2
New York4.87 1/2
Geneva25.27
Milan89 1/2

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MARINE ROPE ESTABLISHED 1854 ROPES OF ALL SIZES FOR ALL PURPOSES

TRANSMISSION OF POWER ROPE

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(A.P.M.)

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23rd, 24th, 25th, 26th.

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November 17th & 18th
"HONI SOIT."

SATURDAY, November 19th

"A LA CARTE."

SUNDAY, November 20th
"HERE AND THERE"

MONDAY, November 21st
"POT POURRI"

Booking at Montie's and the Star.
PRICES: \$3, \$2 & \$1.

MAN'S DESTINY.

THE GOLDEN AGE—AND THEN.

WILL MAN RETURN TO BARBARISM, OR LIVE FOR EVER AND COLONISE THE STARS?

[By J. B. S. HALDANE, READER IN BIO-CHEMISTRY IN CAMBRIDGE UNIVERSITY.]

The ancestors of oysters and barnacles had heads. Snakes have lost their limbs and ostriches and penguins their power of flight. Man may just as easily lose his intelligence.

If, as I am inclined to suspect, the human will is to some small extent free, there is no such thing as a destiny of the human race. There is a choice of destinies. Even if our actions are irrevocably predetermined we do not know our destiny. In either case, however, we can point to a limited number of probable fates for our species.

First let us consider the stage for our drama. The earth has existed for over a thousand million years. During most of this period its surface temperature has not been very different from that now prevailing. The sun has not cooled down appreciably during that time, and it will probably be only a little cooler a million million years hence, though somewhere about that time it is quite likely that the earth's surface will be destroyed owing to the disruption of the moon by tidal forces.

Six hundred million years ago our ancestors were worms, ten thousand years ago they were savages. Both these periods are negligible compared with our possible future. Provided, therefore, that man has a future lasting for more than a few million years we can at once say that our descendants may, for anything we can see to the contrary, excel us a great deal more than we excel worms or jellyfish.

There are, however, several alternatives to this prospect. A catastrophe of an astronomical order, such as a collision with a stray heavenly body, is unlikely. The earth has lasted a long time without any such disasters. The sun may possibly swell up temporarily, as similar stars occasionally do. In this case the human race will be very rapidly roasted. A disease may arise which will wipe out all, or almost all, mankind. But there is nothing in science to make such up-to-date versions of the apocalyptic very probable.

War and Revolution.

Even if man does not perish in this dramatic manner, there is no reason why civilisation should not do so. All civilisation goes back to a common source less than 10,000 years ago, very probably in Egypt. It is a highly complicated invention which has probably been made only once. If it perished it might never be made again.

When in the past its light was extinguished in one area—for example, when the Angles and Saxons wrecked Roman Britain—it could be lit again from elsewhere, as our savage ancestors were civilised from Italy and Ireland.

A modern war followed by revolutions might destroy it all over the planet. If weapons are as much improved in the next century as in the last, this will probably happen.

But unless atomic energy can be tapped, which is wildly unlikely, we know that it will never be possible to box up very much more rapidly available energy in a given place than we can already box up in a high explosive shell, nor has any vapour much more poisonous than "mustard gas" been discovered in the forty-one years that have elapsed since that substance was first produced. I think, therefore, that the odds are slightly against such a catastrophic end of civilisation.

But civilisation as we know it is a poor thing. And if it is to be improved there is no hope save in science. A hundred and forty years ago men, women and children were being hanged in England for stealing property valued at over a shilling; miners were hereditary slaves in Scotland, criminals were publicly and legally tortured to death in France. Europe was definitely rather worse off, whether in health, wealth, or morals, than the Roman Empire under Antoninus Pius in A.D. 160.

Since then we have improved very greatly in all these respects. We are far from perfect, but we live about twice as long, and we do not hang starving children for stealing food, raid the coast of Africa, for slaves, or imprison debtors for life. These advances are the direct and indirect consequences of science. Physics and chemistry have made us rich, biology healthy, and the application of scientific thought to ethics by such men as Bentham has done more than any dozen saints to make us good. The process can only continue if science continues.

And pure science is a delicate plant. It has never flourished in Spain, and to-day it is almost dead in Italy. Everywhere there are strong forces working against it. Even where research is rewarded, the usual reward is a professorship with a full-time programme of teaching and administration. The bacteriologist can most easily earn a title and a fortune if he deserts research for medical practice. The potential physicist or chemist can often quadruple his income by taking up engineering or manufacture. In biology and psychology many lines of research are forbidden by law or public opinion. If science is to improve man as it has improved his environment the experimental method must be applied to him. It is quite likely that the attempt to do so will rouse such fierce opposition that science will again be persecuted as it has been in the past.

If Science is Strangled.

Such a persecution may quite well be successful, especially if it is supported by religion. A world-wide religious revival, whether Christian or not, would probably succeed in suppressing experimental inquiry into the human mind, which offers the only serious hope of improving it. Again, if scientific psychology and eugenics are used as weapons by one side in a political struggle, their opponents, if successful, will stamp them out. I think that it is quite as likely as not that scientific research may ultimately be strangled in some such way as this before mankind has learnt to control its own evolution.

If so, evolution will take its course. And that course has generally been downwards. The majority of species have degenerated and become extinct, or, what is perhaps worse, gradually lost many of their functions. The ancestors of oysters and barnacles had heads.

Snakes have lost their limbs and ostriches and penguins their power of flight. Man may just as easily lose his intelligence.

It is only a very few species that have developed into something higher. It is unlikely that man will do so unless he desires to and is prepared to pay the cost. If, as appears to be the case at present in Europe and North America, the less intelligent of our species continue to breed more rapidly than the able, we shall probably go the way of the dodo and the kiwi. We do not as yet know enough to avert this fate. If research continues for another two centuries, it is probable that we shall. But if, as is likely enough, the welfare of our descendants in the remote future can only be realised at a very considerable sacrifice of present happiness and liberty, it does not follow that such a sacrifice will be made.

It is quite likely that, after a golden age of happiness and peace, during which all the immediately available benefits of science will be realised, mankind will very gradually deteriorate.

Genius will become even rarer, our bodies a little weaker in each generation; culture will now decline, and in a few thousand or a few hundred years—much matter which mankind will return to barbarism, and finally become extinct.

If this happens, I venture to hope that we shall not have destroyed the right, an animal of considerable enterprise which stands as good a chance as any other of evolving towards intelligence.

In the rather improbable event of man taking his own evolution in hand—in other words, of improving human nature, as opposed to environment—I can see no bounds at all to its progress. Less than a million years hence the average man or woman will realise all the possibilities that human life has so far shown. He or she will never know a minute's illness. He will be able to think like Newton, to write like Racine, to paint like Fra Angelico, to compose like Bach. He will be as incapable of hatred as St. Francis, and when death comes at the end of life probably measured in thousands of years he will meet it with as little fear as Captain Oates or Arnold von Winkelried. And every minute of his life will be lived with all the passion of a lover or a discoverer. We can form no idea whatever of the exceptional men of such a future.

(Continued on next Column.)

REMARKABLE NEW INDUSTRIES.

THE SHARK AS A SOURCE OF
REVENUE.

TANNING SHARKSKIN ON A
YACHT.

The shark, which has for so long been regarded popularly as a dangerous, rapacious and worthless creature, to be destroyed as often as possible, is proving to be a source of food, raw materials of many kinds, medical products and several other useful and valuable things, \$1 in all.

Some of the uses to which it can be put were explained to a *Westminster Gazette* reporter by Dr. Ehrenreich, the eminent scientist and marine biologist, who conducted him over the converted steam yacht *Istar*, in the East India Dock.

The *Istar* is the only floating tannery in the world. It has been fitted out as a training school to teach Englishmen and boys how to make the most of the shark.

Tons Eaten Daily.

Already, said Dr. Ehrenreich, shark's flesh is eaten in England, under the name of rock salmon, to the extent of 250 tons a day.

"You also eat tons of it under the name of skate," he added. Other products of the shark are:

Bullet-proof leather.
Patent leather that will not crack.
Leather for bags and gloves.
Table delicacies. Pigments.
Medicinal oils. Fertiliser.
Gelatin. Insulin.
Bone meal.

It is possible to get 300 square feet of leather out of a single shark. The bones are ground into fish meal very suitable for poultry as it contains no oil.

Two Million Sharks.

By chemical means Dr. Ehrenreich has discovered how to remove the sharp teeth, which cover the whole of the shark's side. The commercial possibilities of the shark industry are unlimited for the supply of raw material is inexhaustible. Off West Australia alone there is a daily migration of about 2,000,000 sharks.

The cost of production of the leather is ridiculously small. To tan a hide costs \$1.25 a square foot, but the leather has a retail value of 3s. 6d. to 4s. From a single hide there may be taken 14 "skins" which reduces the actual cost of production to about a penny a square foot. The actual tanning occupies only from four to 24 hours.

Pigments are produced from the gall, glue and fertilizer from the refuse. The fins are a feast for epicures throughout China and the Far East, and shark-meat is a delicacy there. Glands can be made into insulin or used in the process of tanning.

The intestines and stomach provide leather suitable for the manufacture of gloves and fancy bags, and from the leather there is extracted an oil of high medicinal value.

The strongest of poisons, known as poison G, is used for tanning. It purifies the skin and makes the leather soft. Out of a ton of shark, it is possible to extract about one cwt. of oil. In India, there is a great demand for marine leather, as the Hindus have a strong caste prejudice against calf leather.

Bite Through Steel.

The *Istar* carries 170 nets, each net being 200 yards long. The nets are soft and are made of linen hemp; the sharks would bite through steel. The fishing is done from 10 motor-boats, each capable of catching between two and three tons of shark a day.

Man will certainly attempt to leave the earth. The first voyagers into interstellar space will die, as did Lilienthal and Pilcher, Mallory, and Irvine. There is no reason why their successors should not succeed in colonising some, at least, of the other planets of our system, and ultimately the planets of such exist, revolving round other stars than our sun.

There is no theoretical limit to man's material progress but the subjection to complete conscious control of every atom and every quantum of radiation in the universe. There is, perhaps, no limit at all to his intellectual and spiritual progress.

But whether any of these possibilities will be realised depends, as far as we can see, very largely on the events of the next few centuries. If scientific research is regarded as a useful adjunct to the army, the factory, or the hospital, and not as the thing of all things most supremely worth doing, both for its own sake and that of its results, it is probable that the decisive steps will never be taken. And unless he can control his own evolution as he is learning to control that of his domestic plants and animals, man and all his works will go down into oblivion and darkness. —*Evening Standard.*

A GREAT new picture by the man who made "The Four Horsemen," "Hare Nostrum," and "Scaramouche."

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The Magician



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NEW STOCK OF FRENCH PERFUMES.

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Selected pliable Patent Leather Shoe, light flexible sole, perfect ankle-fit, smartly made in two widths of toe.

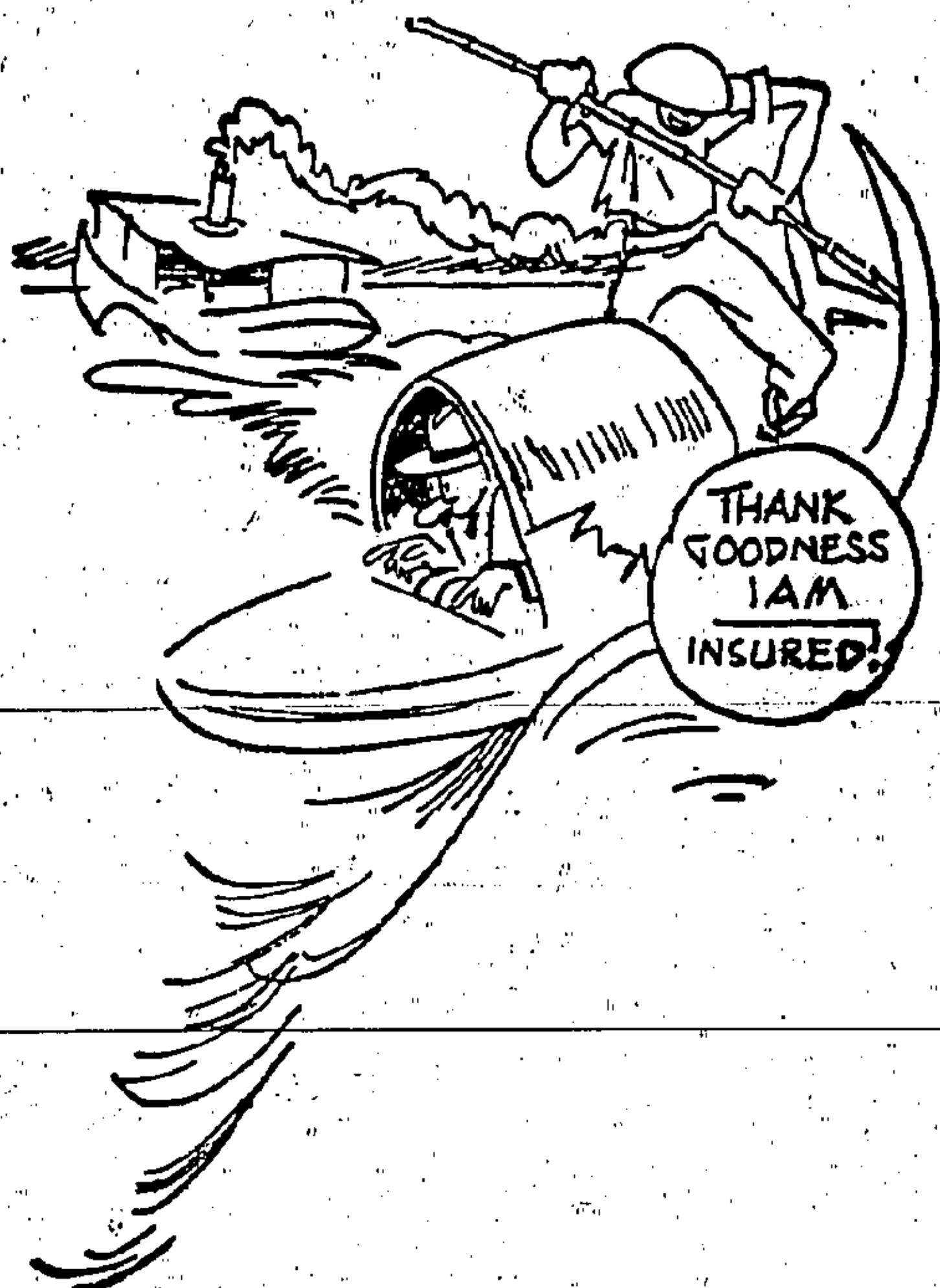
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WHITEAWAYS

HUNTERS OF THE WEALTHY.

KIDNAPPING AND BANDITRY IN CHEKIANG. ROBBER CHIEF BLINDED, MAIMED AND PUBLICLY EXECUTED.

THE BOW-STRING DRAWN VIOLENTLY WILL BREAK; THE PEOPLE
PRESSED HARD WILL REBEL.

This whole district has suffered remarkably little from the vicissitudes of the invading and retreating armies, writes a correspondent of the *North-China Daily News* on concluding a short visit to Taichow. One menace, however, is now looming with startling proportions in sections of the various counties. Armed banditry, on a large scale, is menacing life and commerce. These robbers are deserters from the army, followed by roving spirits of like passion; and whole regions are raided. These organized bands are said to be equipped with the latest weapons of war and their standard announces that they are following the lead of a general who has made himself supreme in seven provinces. Most daring escapades are being enacted every day and members of rich families are being carried away for ransom. Most intricate directions are given as to the payment of the large sums demanded. The cash must be deposited in Shanghai with agents who are in league with the nefarious business.

"Hunters of the Wealthy."

Needless to say, the rich folk are scared of these "Hunters of the Wealthy" and seek refuge in the cities. Government troops in pursuit of these robbers suffered severely at their hands in a recent engagement.

More soldiers have been sent into the district and a few days ago one of the robber chiefs was captured. He was handed over, by the local militia, to the military authorities at Haien. In order to prevent escape his eyes were put out and, it is said, his arms have also been maimed. A telegraph order from Hangchow has sealed the fate of this young robber chief, who is only twenty-eight years of age. He was to be publicly executed at Haien, and his head to be forwarded to Hangchow.

Organized Piracy.

One of the strongest bands, causing great anxiety, at the present time, is operating in the Taiping County. Their rendezvous is very strongly fortified and they have successfully beaten off several attacks of the Government troops. This band of men claim to be connected with the Chinese navy and their banner proclaims their mission to be "Rob the rich and help the poor." This group are pirates as well as robbers. Their objective is to way-lay and laid the small coasting steamers from Wenchow, Haien and Ningpo. An unsuccessful attempt was made on a steamer which happened to be carrying soldiers. Out of four large junk loads of these brigands, it is reported that only four escaped with their lives.

Confiscation of Churches.

In listening to the conversation of the people, there can be no doubt but what they have been rudely shaken by the communistic storm which broke over the province last spring, the rumblings of which are not yet extinct. The Christian Churches had reason to be alarmed when official steps were taken to "confiscate" their property. Even though the danger of the threat has temporarily been lifted, it is deemed unwise to tear down the communist posters, lest a charge of "anti-revolutionary" be preferred. The name "The Christian Church"—over the doorway of one chapel was covered over with a poster bearing the title, "Let all the world be united" and the door lintels were scrawled with particulars that a certain "Party Bureau" had opened its headquarters in this place. Even though proclamations

are now exhibited, claiming protection of all foreign and church property, the officials of the "Party" still demand the right to "borrow" chapels and schools, in which to hold their demonstrations. Honest Men Advertised For.

Judging from the banners stretched across the streets, it would seem there are still some thinking people about who are not at all satisfied with the present trend of national events. For instance, one such strummer proclaims: "The present great need of the Revolutionary Party is for men who have the true spirit." In a busy section of the city, another announcement reads, "Business men want to do business, therefore oppose with all your might the Community Party." Over the doorway of the newly established, Central Office of the Party, the following message is set forth to the public gaze: "Let us continue the struggle by peaceful methods."

"The Bowstring Will Break."

Russia, her people and officials, are becoming a topic of debate in the least expected quarters. In the remote corners of the wild mountain ranges the Bolshevik propaganda is being discussed. That the Chinese farmer class should be compared with the old time Russia serf, is scornfully repudiated, and therefore "Bolshevism can never take root in the minds of the men and women of the soil, at least in the province of Chekiang, where the land tenure is on terms so favourable to the labourer," remarked a well-informed official. Increasing taxation, however, is causing many murmurs to be heard throughout the countryside and "The bow string drawn violently will break; the people pressed hard will rebel," is an old Chinese saying, very apt, when speaking of present-day administration.

Two glaring signboards speak eloquently of two new organizations which are digging themselves in for future operations. In almost every important centre, whether village or town, the Labourers Union and the Revolutionary Party, have established their business premises. In some places, these offices are situated within the yamen precincts and give the appearance of belonging, and being part of the National Government.

"Is Shanghai Safe Now?"

On several occasions a rather solicited reference was made to Shanghai. The Chinese Press is evidently broadening in an exaggerated manner, the numerous armed robberies which take place in the Settlement. "Is everything all right in Shanghai and it is safe to live there now?" is a sample question one was asked by the newspaper reader in the homesteads of the quiet valley. It would seem this is all part of the great scheme of propaganda to belittle the foreigner, and to show up in a bad light everything that is going on under his jurisdiction.

The crops throughout the whole Taichow district have been exceptionally fine this year. The whole area has been spared from floods and the ravages of typhoons. The second rice crop is being harvested and in the Hwangyen county the orange trade is now in full swing. In most of the counties, the local trade is brisk, and the happiness of the people is only marred by the present uncertainty of the political situation. Some clever forgers have been at work on the Hong Kong and Shanghai Bank notes. A forged note was passed in Taichow, a few days ago, for \$100. The police were immediately in pursuit and one of the forgers was apprehended in Haien. He was found to be in possession of several false notes.

PAGES OF INNER HISTORY.

OUR RELATIONS WITH FRANCE.

STEPS THAT LED TO ENTENTE.

EX-KAISER'S SUTLE PLOT IN FAR EAST

The first and second volumes of "British Documents on the Origins of the War, 1898-1914," edited by G. P. Gooch and H. Temperley, published on October 10th by the Stationery Office (10s. 6d. net per volume).

These volumes deal with the period which begins with the occupation of Kiaochow by Germany in December, 1897, and ends with the conclusion of the Entente Cordiale in April, 1904.

These books contain a great mass of diplomatic documents never before published, and light is thrown on many diplomatic mysteries of which little has been known in the past. For instance, the direct British overture to Russia suggesting a general understanding in January-March, 1903, is for the first time described by official documents.

"Unmitigated Noodles."

In 1901 Germany suggested a purely defensive alliance with Great Britain against France and Russia. "So long as Germany or England were attacked by one only of the other Great Powers the alliance would not operate, but if either Germany or England had to defend itself against France and Russia, Germany would have to help England, or England Germany, as the case might be."

A memorandum by Sir F. Bertie emphasises the snare set for us by Germany, and dwells upon the tortuous policy of the German Government. As an example he refers to happenings in the East, when they tried to convert to their own advantage the friction between Russia and Japan.

A month later, "continues the memorandum, the German Emperor described his Majesty's Government as 'a set of unmitigated noodles' for having missed the opportunity afforded by the Manchurian question of asserting the position of England in the Far East—and, as he did not say, of falling into the arrangement designed for them by his Majesty, viz.: that they should ease the situation for Germany in Europe by joining with Japan in a war against Russia in the Far East."

Anti-British Feeling.

"The documents of most immediate historic interest," says the London *Morning Post* are those which deal with events preceding the conclusion of the Anglo-French Treaty of April 8th, 1904. The chapter on this subject begins with a letter from the Marquess of Dufferin and Ava, then British Ambassador in Paris, to the Earl of Rosebery, which is invaluable as illustrating French feeling at the end of 1893 and the confirmed hostility felt in France against Great Britain.

"I am afraid," writes Lord Dufferin, "that I can only describe the sentiments of French people of all classes towards us as those of unmitigated and bitter dislike. When living at Walmer I have often watched the cliffs of France gleaming in the evening sun during a succession of calm days, when the smallest open boat could have safely roved across the Channel; and when I reflected that beyond that army of 300,000 men, and a force of 3,000,000 of trained soldiers in reserve, I have felt how foolish it would be if, reposing on our historical laurels, we should leave out of account the change which has been recently introduced into all the elements of warfare by sea and land."

Force of Circumstances.

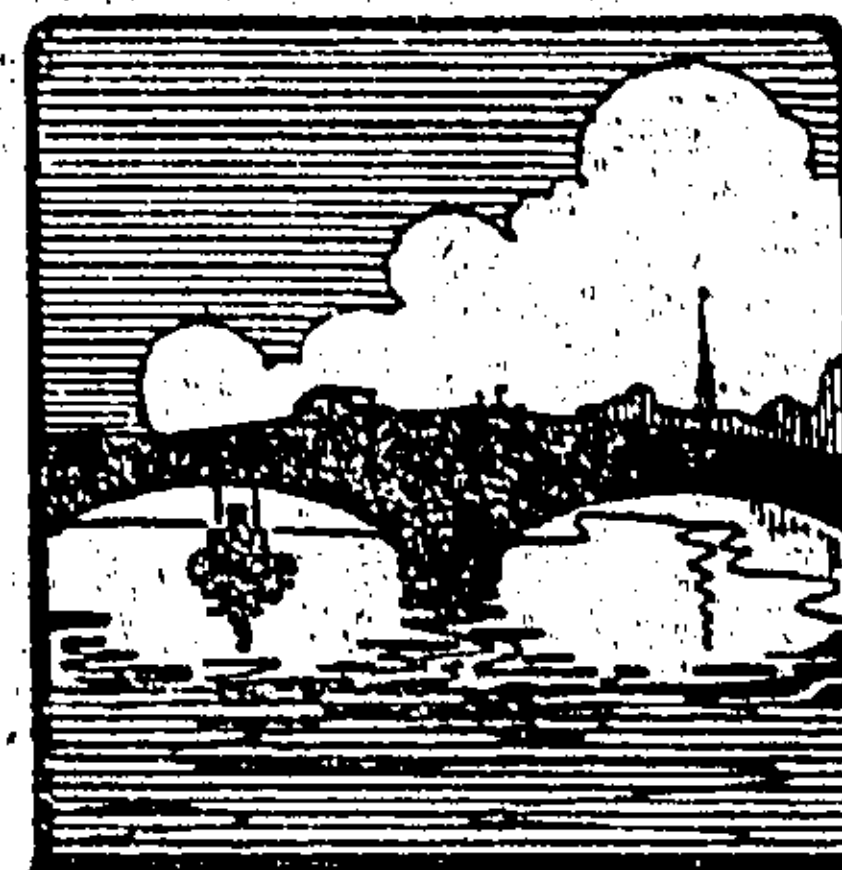
Lord Dufferin saw little in the Franco-Russian Alliance but a menace to our own security, and it was not for ten years that the force of circumstances began to drive France and this country to that understanding of their common interests which stood the test of the Great War. On May 19th, 1903, we have the first suggestion. The Marquess of Lansdowne, Foreign Secretary, writes concerning proposals "for a permanent Treaty of Arbitration between Great Britain and France."

To begin with the diplomatic advances between the two nations were cautious and hesitating. Sir E. Monson, the British Ambassador in Paris, was clearly doubtful as to the prospects of the campaign in favour of an arbitration treaty led by "Mr. T. Barclay, a former President of the British Chamber of Commerce of Paris, and by profession, but hardly by practice, a lawyer."

There were so many questions at dispute between us and France. There were longstanding disagreements with regard to Newfoundland, West and Central Africa, Siam, Madagascar, and the New Hebrides, to say nothing of Egypt and Morocco.

In conversation with M. Etienne, who played so important a part in French colonial expansion, Lord Lansdowne laid down the only principle on which an agreement could be reached, "a reasonable give-and-take arrangement between

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the two Governments." It was in this conversation that we find the first reference to Morocco, which was to become the keystone of our rapprochement with France.

Lord Cromer's Part.

For the first time the important part taken by Lord Cromer in the discussions preceding the Entente Cordiale is divulged. Writing on July 12th, 1903, he remarked that from the French point of view everything depended on our attitude with regard to Morocco. "My own opinion," he continues, "which is one I have entertained for a long time, is distinctly in favour of making concessions in the two Governments." It was in Morocco in return for counter-concessions in Egypt—and elsewhere—but if we are to adopt this policy we ought to do so with our eyes open to what it means."

To this letter is attached a minute by King Edward: "A most able and interesting letter, and I entirely agree with the views expressed in it excepting Siam." Lord Cromer had suggested that there should be no great difficulty in meeting the French views in Siam.

The British Ambassador in Paris writes a pleasant despatch on July 24th, 1903, which affords a startling contrast to the letter of Lord Dufferin ten years earlier. He records M. Delcasse's delight at his journey to London. The French Foreign Secretary's enthusiasm led him to draw a contrast "between the universality of English sentiment and the extent to which internal political differences prevented entire unanimity in France."

A feeling of conciliation and goodwill had been established between the Governments of the two countries, and the diplomats on both sides settled down to hammer out a reasonable solution to all the problems which had kept France and Great Britain apart. By degrees the minor questions were set aside by mutual agreement, and eventually, not without difficulty, the French claims in Morocco were defined and recognised in return for the French recognition of our position in Egypt.

The Conventions signed on April 8th, 1904, were well received in both countries, and indeed in France it was at once suggested that the agreement might be the precursor of a similar understanding between Great Britain and Russia.

The Kaiser's Grievance.

Many personal sketches of historical personages occur incidentally among these documents. Some of the most lifelike and amusing are to be found in the despatches of Lieut.-Colonel J. M. Grierson, Military Attache in Berlin. On January 10th, 1898, he writes of the Kaiser.

"He then began one of the tirades with which he has frequently favoured me against British policy. He said that for eight years he had striven to be friendly with Great Britain, to gain her alliance, and to work hand-in-hand with her, but had failed. He should never have such a chance again, for never again would a grandson of the Queen of Great Britain be on the German throne." (Continued on next Column.)

A PORT WITHOUT WORRY.
FREEDOM FROM RICKSHA
COOLIES.

Passengers on board the *President Hayes* are always glad to reach Manila, according to Purser George Anderson, a familiar figure to newspaper men on the waterfront beat, says the *Manila Times*.

"This is the one port in the Far East where we do not have to worry or to seek freedom from ricksha coolies shouting their cries of 'Take money. Everything in Manila is done on a uniform basis. We can safely tell our passengers to pay so much for this and that, and there is no danger that they will be overcharged. In this and many other respects Manila is far superior to other ports we touch. And you know, we make 21 ports on our little jaunt around the globe."

"And don't forget," spoke up Capt. J. J. Cadogan, who was leaving the pier to enter his vessel at the Custom House, "that this dock and the facilities for handling cargo in Manila are the best in the world."

He had his own subjects to look after, and could not be expected to be the Viceroys and guardians of British interests on the Continent of Europe and elsewhere. So, finding that Great Britain refused to ally herself with him, he had to go on ahead alone and further German interests.

Lieut.-Colonel Grierson remarked that if an alliance were possible, it would have to be either the Triple or Dual alliance. "To join either," he argued, "would embroil us with the other. We are strong enough to hold our own against either group, and it is unlikely that both will combine against us."

"To this the Kaiser replied, 'You are mistaken. They can combine, and they shall combine.' (This latter with great emphasis.) Socialism and other causes will force the Monarchs of the Continent to combine for mutual assistance, and the yellow races of the East are our greatest danger."

Amusing sidelight on the Kaiser's character is given in a despatch from Sir F. Lascelles, the Ambassador in Berlin. On taking leave of his Majesty I asked whether he had any orders for England, as I hoped to be there before long. His Majesty assumed his jocular manner and said, 'Yes, tell your people to behave themselves properly,' and then related an anecdote of Dean Liddell, who, on reproving an offending undergraduate, concluded his admonition with the words, 'Not only have you imperilled your immortal soul, but you have also incurred my serious displeasure.'

The impression which the Emperor's language left upon my mind is that his Majesty wishes to speak more in sorrow than in anger, but somehow allowed the latter sentiment to become predominant, and that his Majesty's apology, though spoken in jest, is not far from a correct description of his present frame of mind, and should not be considered entirely as a joke."

MR. EUGENE CHEN RETURNING.**A CANTON REPORT.**

LEFT MOSCOW ON SUNDAY.

[FROM OUR CHINESE CORRESPONDENT.]

A report says that Mr. Eugene Chen is returning from Moscow to Canton, having left that city on the 10th of November.

Mr. Wei Yuk, for a time in charge of the Foreign Office in Canton during the absence of Mr. Eugene Chen in Hankow, still remains chief of the Information Bureau in Canton. The Information Bureau, however, when reorganized, will be under the immediate supervision of the Political Council of the Kuomintang Party in Canton. The Bureau is considering taking over the *Canton Gazette*, a paper suspended in April last. Mr. Wei writes well in French as well as in English and was some time an associate of Mr. Eugene Chen when they were serving as private secretaries to the late Dr. Sun Yat Sen.

Vessels from Hong Kong for West River waters under the British flag will again visit the port of Dosing on their way to Wuchow. For a time British vessels did not call regularly because of anti-British boycott pickets. The influence of these pickets is now waning.

The Ministry of Finance of the Kuomintang regime in Nanking have suggested that the Bureau of Finance in Kwangtung should make a gift of \$50,000 to General Hsu Chang Chi in order that he may go abroad to report upon the activities of the Kuomintang to the overseas Chinese. Canton, so far, has not yet replied to the suggestion. Until Party affairs are readjusted, Canton is withholding contributions from Nanking. General Hsu was one time commander-in-chief of the troops in Canton, but had to leave the Southern Capital because of some difference with General Chiang Kai Shek. General Hsu has been behind the Special Committee in Nanking, but other leaders are now thinking of reconciling General Chiang and Mr. Wang Ching Wei, and to facilitate this some new position is required for General Hsu. Before General Chiang went to Japan a month ago, it is reported that he was given \$50,000 travelling expenses by the Provincial Administration of Chekiang.

In view of past experience, which has shown that labour unions have at times been used for political ends, the Commissioner of Agriculture and Labour in Canton has decided to have a new registration. All reorganized unions will be protected by the present regime, and agreements made between employers and employees, unless mutually cancelled, will be upheld. Employers in Canton will not be given any chance to repudiate former contracts under the pretext that they were entered into under pressure at a time when the "Reds" were in full power. The present regime has made it known that the policy of supporting labour and the peasantry will be adhered to.

The five storey pagoda in Canton, one of the oldest buildings in South China, will be preserved by the municipality, appropriating \$35,500 for its repair.

Since the pressure put on the native banks in the endeavour to raise Kuomintang "loans" more than twenty have had to suspend business, thus creating no little financial confusion and failures in other directions. To relieve the situation, the Kuomintang Administration are thinking of repaying \$2,000,000 to \$3,000,000 of the loans.

Mr. Chen Yao Tsao, a brother-in-law of Mr. Wang Ching Wei, has assumed his duty as Commissioner of Public Works in Canton, relieving Mr. Henry Alci Panhos, who had the rare distinction of being able to hold the position more than six months.

Acting Mayor Kan Nei Kuang of Canton, in a recent speech, assured the public that he would see that the four principal municipal evils in Canton were remedied at an early date. The four evils in his opinion were an inadequate water supply, an unreliable telephone service, uneven public roads, and inefficient electric light service. Acting Mayor Kan has been in office since November 10th.

DEPARTURE FOR SHANGHAI.

GENERAL LI TSAI HSIN AND MR. WANG CHING WEI

PASSENGERS ON "EMPRESS OF ASIA."

[FROM OUR CHINESE CORRESPONDENT.]

According to a report received by friends of Mr. Wang Ching Wei at Hong Kong, Mr. Wang Ching Wei and General Li Tsai Hsin were to arrive in Hong Kong by the Chinese gunboat *Feiyang* at midnight last night and to leave for Shanghai by the *s.s. Empress of Asia*, which sailed early this morning. Mr. Wang and General Li, according to the report, were to transfer from the gunboat direct to the *Empress of Asia*.

Another report states that during the absence of General Li Tsai Hsin, General Wong Shiu Huang will be in chief command of the troops in Canton.

General Chang Fat Fui, who arrived in Hong Kong on Monday afternoon, was expected to leave for Shanghai with Mr. Wang Ching Wei and General Li Tsai Hsin.

FATAL ENDING TO A RAID.

WOMAN KILLED BY JUMPING THROUGH WINDOW.

EVIDENCE AT THE INQUEST.

When Inspector Bloor raided a house at Cross Street on October 21st, at 9.30 p.m. a Chinese woman either through panic or to evade arrest, jumped through a window to the street. She sustained serious injuries and died at the Government Civil Hospital the next day.

An inquest was held yesterday by Mr. R. E. Lindsell sitting as Coroner with a jury at the Central Magistracy.

When Inspector Bloor went to the house with a Chinese detective, he found three young women and two men in the cubicles. One of the women, the deceased, was in the rear cubicle and although the Chinese detective had assured her that there was nothing which she need fear she appeared to be very nervous. When Inspector Bloor had left the room, she got up and made for the window, and jumped out before the Chinese detective could reach her.

The two men found on the premises told the Court that they had gone there to settle an account for meals supplied to them. One of them said that he had been boarding there for nine weeks and owed the deceased \$18.

After medical evidence had been heard, the enquiry was adjourned until Friday noon.

"DISCHARGED AND RE-ARRESTED."

A Chinese charged with assaulting another Chinese, stated to have been a private in General Chan Kwai Ming's army, was discharged by Mr. W. Schofield at the Kowloon Magistracy yesterday, but on leaving the Court he was re-arrested by Chief Detective Inspector Reynolds on another charge.

The complainant who described himself as a military man who had worked under Lau Yuen Cheung and General Chan Kwai Ming, said that he went to the defendant's house on October 15th ask for the repayment of a sum of \$500 which was owing. The defendant made out some documents and after they had been signed handed the money over to complainant. As he was leaving, several persons rushed out from a rear cubicle and attempted to assault him. Complainant, however, managed to reach the road and went home without any further molestation.

On October 22nd, continued the complainant, he and his brother and a friend went to Tai Kam Street on a bus and as they were alighting from the vehicle, defendant and other men came up to them from behind and assaulted them with hammers. Complainant was beaten to the ground but managed to blow his Police whistle. A constable came to his assistance and took him to the Station to make his report.

Mr. Duncan McCallum, who represented the defendant, cross-examined the complainant very closely. His Worship discharged the accused on the ground that there was insufficient evidence to enter a conviction, but, as stated, defendant was re-arrested on leaving the Court.

DISPUTE OVER HOUSE RENT.

PREMISES NOT OCCUPIED.

QUESTION OF CONTRACT.

At the beginning of the present month, a claim in the Summary Court for \$380, being three months' rent, from April 1st to June 30th, in respect of No. 42, Nathan Road, Kowloon, was made against Mrs. M. J. Rowe, of Nathan House, 46 and 48, Nathan Road, by the landlord of the premises, Lau Yick Cheuk.

As it was suggested that police broke into the premises to search for stolen property, the Paines Judge (Mr. Justice Wood) adjourned the case for police evidence, and also for evidence as to the extent of whitewashing done.

The landlord alleged that a verbal agreement was made whereby defendant agreed to take over the premises, and the keys were handed to her representative. The rent was \$120 a month, and none had been paid. Defendant had not occupied the premises, but plaintiff claimed that the contract was not terminated until he gave defendant notice on May 25th that the contract would cease on June 1st. The defendant's case was that the keys had not been handed over to her, and that the contract to take over the house had never been completed.

Mr. F. G. Vaux represents the plaintiff, and Mr. J. M. d'Almada Remedios the defendant.

At yesterday's hearing Detective Sub-Inspector Dorling said he visited these premises on Saturday, April 23rd, this year, at 10 a.m.

His Lordship: I understand that the police raided these premises to find some stolen property. Who was in occupation?

Inspector Dorling: I entered the house from the verandah of the neighbouring house. The doors were not locked, and neither was the front door. No one broke into the house.

In reply to Mr. Vaux, witness said the house was deserted at the time, but it had been freshly colour-washed throughout. He did not see any furniture.

A Chinese painter stated that he lime-washed the premises on March 17th, this year. He colour-washed the whole house, but did no painting. Work was carried on at intervals during a week. He had carried out the work under the instructions of a man called Chan (the "boy" of Mrs. Rowe). This man stopped him from doing the painting, after all the cleaning had been completed. Witness had received \$15 on account, and there were \$35 still due.

Both solicitors addressed the Court.

Mr. Remedios contrasted the evidence, pointing out that there were many discrepancies. He denied that his client had ever received the keys of the house and argued that the agreement was never completed.

Mr. Vaux referred to discrepancies in the evidence which had been given, and submitted that if anything these corroborated plaintiff's story.

His Lordship: There is no doubt that the parties had negotiations some time and that they disagreed. The substantial point of this case is that the onus of proof in this case is on the plaintiff. I am not satisfied that the contract was made as plaintiff suggests.

His Lordship entered judgment for defendant with costs.

A DISHONEST COOLIE.

RUBBER SOLES BRING ABOUT HIS DOWNFALL.

A CHINESE COOLIE, WHO WAS SENT BY HIS EMPLOYER TO THE KOWLOON GODOWN TO TAKE DELIVERY OF 15 CASES OF RUBBER SOLES, PAIRED WITH THE CASES AND STOLE 31 PAIRS WHICH HE SOLD TO A CHIEFLY AT YAU-MAT.

The coolie was charged with the theft and the cooler was charged with receiving stolen property.

At the Kowloon Magistracy the first defendant pleaded guilty and was fined \$25 with the alternative of one month's hard labour. The cooler denied having bought the goods. He said that the first defendant had merely left them with him until he could return for them later in the day.

The Magistrate, in discharging the second defendant, said that there was no evidence to show that the man had guilty knowledge.

MOTOR TRAFFIC OFFENCES.

DISOBEYING ORDERS OF THE POLICE.

RACE DAY INCIDENT.

Amongst the traffic cases heard by Major C. Willson at the Central Magistracy yesterday was a summons against Mr. D. M. Goodall, manager of Lane, Crawford's Restaurant, for disobeying police orders on the last race day at Happy Valley.

Sergeant Clark said that Mr. Goodall parked his car near the Jockey Club where parking was not allowed. An Indian constable first spoke to Mr. Goodall and then witness also approached him, but Mr. Goodall refused to move his car stating that he had been parking there for a number of years.

Mr. Goodall told the Magistrate that his case was different from that of others, as he was there on business, and he had been accustomed to leave his car at the disputed spot for the past four years. He said that Inspectors Kent and Alexander were aware of this and no objection was raised on previous occasions.

Remarking that there still remained the fact that he had disobeyed police instructions, the Magistrate imposed a fine of \$10.

Dangerous Driving.

The Chinese driver of public motor car No. 190 was more concerned with picking up prospective fares than with looking where he was going, and the man had to answer a summons for dangerous driving.

Inspector Lane said that the car was drawn up on Chater Road in such a way as to block the Savoy Hotel entrance. When the man drove off he kept looking back for prospective passengers until he realised his danger when the Inspector, whom he had narrowly missed, shouted out to him. A fine of \$10 was imposed.

Collision With Ricksha.

Another Chinese driver was summoned for negligent driving in Des Voeux Road Central on November 1st, when he ran into a ricksha near Messrs. Lane, Crawford's. The ricksha was injured in the leg and had to be treated in hospital.

The defendant was fined \$10 and ordered to pay \$5 as compensation to the injured coolie.

GODOWN THEFT.

ANTIMONY REGULUS STOLEN.

"HONESTY AND RICHES."

A fourth man arrested in connection with the theft of 81 slabs of antimony-regulus from the godowns of the China Provident Loan and Mortgage Company, at West Point, was charged yesterday morning before Mr. R. E. Lindsell.

Mr. L. D. Turner appeared for the prosecution, and Messrs. C. A. S. Russ and H. Lo represented two of the defendants.

When the case was first heard three men were charged with the larceny and two with conspiracy, the latter being allowed bail in \$500 each.

The man charged yesterday morning admitted the theft, but the case against all the defendants was remanded until Monday afternoon.

Mr. Russ made an application for bail to be reduced, remarking that his client was an honest man and had nothing against him. Mr. Turner objected to bail being reduced, saying that if Mr. Russ's client was an honest man, he should have no difficulty in furnishing that amount.

Mr. Russ replied that honesty did not necessarily mean riches. The Magistrate, however, refused the application.

LEFT THIS MORNING.

PASSENGERS ON THE "EMPRESS OF ASIA."

The *R.M.S. Empress of Asia* left Hong Kong at daylight this morning for Vancouver via ports, and had a fairly heavy passenger list. Among the passengers from Hong Kong were: Capt. D. Skinner, Assistant Marine Superintendent of the Indo-China Steam Navigation Co., Ltd., and Sir Frederick Whyte, K.C.S.I., LL.D., for Europe via Vancouver.

Capt. T. Johnson, of the pirated steamer *Irene* and Col. and Mrs. Sergison Brooke, for Shanghai.

Mr. and Mrs. J. J. Waters, and Mr. and Mrs. H. J. Pope, of the Standard Oil Company at Saigon, for Vancouver.

Mr. H. P. White and Mr. A. S. Gubbay, for Shanghai.

Major and Mrs. W. R. A. Scott and family, of Bombay, for Europe via Canada.

TOURIST SHIPS.

LESS ROUND THE WORLD TOURISTS.

A NEW VESSEL TO CALL HERE.

There will be fewer round-the-world tourists visiting Hong Kong during the approaching tourist season between now and the Spring of next year.

A number of the round-the-world trips have been cancelled. The *Varsity* ship, the *Ryndam*, which it will be recalled, was here last year, will not revisit Hong Kong and the Cunard liner, usually run under the auspices of the American Express Company, has also been withdrawn owing to lack of support. Another cruise cut out of the programme is the Raymond Whitcomb, that of the *Sumaria*, which which was due here in March next year.

In spite of the cancellation of a number of round-the-world tourist liners, however, there will be a new competitor in the field in the British and Norwegian Royal Mail vessel, *Meteor*, which is described as an ocean steam yacht, specially fitted out for luxurious travelling.

Built by Blohm and Voss, of Hamburg, in 1904, the *Meteor* is a vessel of 3,717 gross tonnage, with a length of 348.2 feet, beam 44.2 feet and moulded depth 28.4 feet. She was engaged by the builders, and develops a N.H.P. of 235. She is owned by the A. S. Det. Bergenske Dampskibsselskab, and is registered at Bergen under the Norwegian flag.

The *Meteor* leaves Harwich early in December, and arrives at Gibraltar on December 12th, from whence she continues her trip via Monte Carlo, Malta, Port Said, Palestine, Aden, Colombo, Singapore, Batavia, Sourabaya, Macassar, Moluccas, Philippines, Hong Kong, Saigon, Bangkok, Rangoon, Madras, Bombay, Aden, Port Sudan, Alexandria, Naples, Monte Carlo, and again from Gibraltar to Harwich, which port will be reached on April 21st, 1928.

The vessel is due at Hong Kong on February 12th and remains here for two and a half days.

The cruise will last for 137 days, and covers 25,000 miles. She has 120 single cabins and 23 double cabins.

The *Empress of Australia* (Canadian Pacific Steamships) has been fully booked, and this popular liner is due to arrive here early in February.

CHINESE FUNERAL CUSTOMS.

REASON FOR RED ON BACK OF A WHITE SHOE.

In a lecture before the Literary Department of the American Women's Club at Shanghai, Mrs. F. Goddard presented some interesting points regarding "Chinese Mourning and Funeral Customs." The topic represented one in a series of lectures devoted to Chinese customs and culture which it is the aim of this department of the A.W.C. to present during forthcoming months.

In her talk, Mrs. Goddard brought out the fact that white was the colour of mourning for the Chinese, and that light blue was sometimes permitted for use in cotton materials, but no other colour. Red, sometimes seen on the back of a white shoe, indicated, the speaker said, one of two things. Either the Chinese mourner intended to convey that during the first month he was too overcome by grief to notice this unconventionality, which he would hasten to rid himself of at the end of the month, or the spirit of the departed was believed to need a lantern, represented by the touch of red.

Bamboos were erected on either side of the entrance to a house where a death had occurred, the bamboo taking the place of crane in western customs. Also, a lantern generally topped the bamboo in order to guide the spirit to its home.

A person about to die was dressed in his best clothes in the Chinese tradition, this sometimes making considerable inconvenience for a foreign doctor who might be in attendance. Other customs included the loud wailing and chanting when a death had occurred and the throwing of a lot of cotton from the wadding of each relative's gown into the coffin. The latter practice signified the desire of the survivors to impart some of their bodies' warmth to the deceased.



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KUOMINTANG PREPARATORY MEETING TO BE HELD NEXT MONDAY AT SHANGHAI.

WANG CHING WEI, HU HAN MIN AND OTHER
LEADERS TO BE PRESENT.

CHIANG KAI SHEK NOW STAYING IN A VILLAGE
NEAR SHANGHAI.

WUHAN FORCES CONCENTRATING NEAR HANKOW TO MAKE A STAND.

The leaders of the Kuomintang Party are gradually assembling at Shanghai Native City where it is proposed to hold a meeting on Monday preparatory to the much-discussed Fourth Conference. Hu Han Min and Wang Ching Wei are among those who have promised to be present.

Marshal Feng's troops are apparently still more than holding their own with the Northern troops in Shantung.

According to the vernacular Press, the Wuhan generals have decided to make a determined stand against the Nanking troops now approaching Hankow.

Marshal Chiang Kai Shek, for personal reasons, has left Shanghai and is temporarily residing at an adjoining village. His marriage with Miss Mei Ling Soong is stated to be fixed for the 30th instant in Shanghai.

CHINA'S RAILWAYS.

DILATORY PAYMENT OF
INTEREST.

[THROUGH REUTER'S AGENCY.]

PEKING, Nov. 15th.

It is understood that the half-yearly interest on the Shanghai Nanking Railway, due on June 1st, will be paid this week, but it is considered certain that the interest due on December 1st will not be paid this year nor the interest due in December on the Hukwang, Canton-Kowloon and other railways.

FENG'S TROOPS STRUGGLING IN SHANTUNG.

(Nah Tai Yat Pao.)

SHANGHAI, Nov. 15th.

Marshal Feng Yu Hsiang has telegraphed to Nanking that his forces are still engaged in battle with the Shantung troops at Tangshan, on north-west Kiangsu border on the Lunghai Railway. He has dispatched a force including a cavalry corps to attack south-west Shantung and their final objective is Tai-an, in the possession of which they might cut off the enemy's communications.

According to a report from the battle front in Northern Anhui, the Southerners captured Pengpu on the night of the 13th inst., and the defeated Northerners have retreated to Koochen, north of Pengpu.

In order to avoid too much busting in Shanghai, Marshal Chiang Kai Shek temporarily left Shanghai to-day for a village nearby until Mr. Wang Ching Wei arrives in Shanghai where the 14th Kuomintang conference will be held.

A preparatory meeting for the coming Kuomintang Conference will be held next Monday at Shanghai. It is expected that Wang Ching Wei, Hu Han Min and other leaders will attend this meeting.

According to the Nanking Military Council, the Nanking vanguard entered Hankow on the morning of the 14th inst. They were welcomed by General Ho Kuo Kwang, who was appointed Provisional Commander of Hankow by the Hankow Military Council shortly after the departure of General Tang Seng Chi.

Generals Ho Chien and Liu Hing are now near Hankow. They have concentrated their forces in order to oppose the Nanking invaders.

MARSHAL CHIANG'S APPROACHING WEDDING.

(Nah Tai Yat Pao.)

SHANGHAI, Nov. 15th.

The 30th inst. is the day fixed for Marshal Chiang Kai Shek's marriage with Miss Soong Mei Ling. General Ho Chien is sending a representative to Nanking to negotiate with the Nanking Government as to terms of his subordination to the Central Government.

The Committee for a "Popular movement against the Russo-Japanese encroachment in Manchuria and Mongolia," under the auspices of the Central Kuomintang, called a meeting in Nanking yesterday to consider the steps to be taken to enforce the boycott against Japan. As the result of a resolution they will appeal to the Nationalist Government for support and also enlist the sympathies of all classes in the movement of boycotting Japanese goods.

THE BRITISH ARMY.

NOW AND IN 1914.

AIR STRENGTH COMPARISON.

BRITISH PEACE MOVEMENT.

STATEMENT BY AIR MINISTER.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 15th.

Sir Samuel Hoare, Air Minister, speaking last night referred to Field-Marshal Sir William Robertson's recent striking declaration on war and welcomed the fact that so many men of different schools of thought and upbringing were devoting their minds to the means for preventing future war. He urged that to ensure progress the subject should be kept above party politics and declared the determination of the Government to advance the cause of armament limitation and to do everything possible to enlist the support of other nations.

Sir Samuel Hoare gave striking figures comparing our present forces with those before the war.

In August, 1914, Great Britain had 44 batteries. In July, 1927, that number had been reduced to 12. In 1914 there were 174,503 officers and men in the Army and last year that number had been reduced to 151,100.

Today Great Britain had 750 first line aeroplanes but the strength of the greatest air power in Europe (and he could make the comparison without fear of giving offence for, happily, Britain was on the best of terms with France)—was 1,340 first rate machines.

Without desiring to name other countries, Sir Samuel Hoare said the figures show Britain to have gone far beyond other large European nations in reducing armaments while her policy had invariably been directed to promoting peace.

NON-STOP FLIGHT TO INDIA.

ANOTHER BRITISH VENTURE.

[THROUGH REUTER'S AGENCY.]

LONDON, November 15th.

Captain McIntosh and Mr. Bert Hinkler have left Wiltshire on a non-stop flight to India.

POOTUNG GUARD.

MARINES TO REMAIN.

QUESTION IN THE COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 14th.

In the House of Commons, replying to Mr. S. P. Viant (Labour), who suggested the withdrawal of the British Marines from the Pootung district of Shanghai, Sir Austen Chamberlain emphasised that the Government intended to maintain in China, wherever possible, the elementary right of protection of British property.

The British Consul-General and General Duncan considered the retention of the guard still essential, and they would not be withdrawn so long as any danger existed.

[BRITISH WIRELESS SERVICE.]

Elementary Right Maintained.

RUGBY, Nov. 14th.

The landing of British marines in the Pootung district of Shanghai was the subject of a question in the House of Commons.

Sir Austen Chamberlain said, "Marines have occupied the British American Tobacco Company's factory, and other British property, at Pootung, for the purpose of protection, almost continuously since March last. The guard at the tobacco company's factory was withdrawn in September to other quarters for about ten days. During this period, a strike broke out, and the British and Chinese employees of the company were threatened, and a launch belonging to the company was attacked by strikers. The guard was therefore replaced at the request of the British Consul-General. On the thirteenth of October, the Commissioner for Foreign Affairs protested against this replacement, alleging that the guard had been sent to interfere in the labour trouble. He was informed, in reply, that they were there only for purposes of protection, in accordance with the policy of the British Government."

Protection of British property is an elementary right which the British Government intend to maintain in China, wherever possible. The British Consul-General and General Duncan consider the retention of the guard still essential. They will not be withdrawn so long as danger exists.

WAR DEBT PAYMENTS.

ILLUMINATING ANSWER TO
PARLIAMENTARY QUESTION.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 15th.

The Financial Secretary to the Treasury states, in a written answer to a Parliamentary question, that the total amount of the German reparation receipts by Britain including the Belgian War debt up to November 1st, was £44,000,000. The War debt payment to Britain by Italy, France and other States amounted in the aggregate to £13,500,000, while the total payment to the United States by Britain, in respect of war debt, amounted to £194,000,000.

BIAS BAY PIRATES.

REFERENCE TO THEM IN THE
COMMONS.

CANTON FAILS TO
CO-OPERATE.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 14th.

In the House of Commons, replying to Mr. Wellock, Capt. the Hon. W. G. A. Ormsby-Gore, Under Secretary of State for the Colonies, stated that the Hong Kong Government had repeatedly made representations to the authorities at Canton urging them to eradicate the Bias Bay pirates, and offering co-operation.

A reply had been received alleging that the pirates had their headquarters in Hong Kong and elsewhere, and a list of names had been supplied to the Government of Hong Kong, but this unfortunately had proved of no real value.

The activities of the Canton Government's anti-piracy commissioner had hitherto been nugatory. The Hong Kong Government had invited the Canton Government to confer with a view to arranging a scheme of action.

He was awaiting the Governor of Hong Kong's observations on the report of the Summing piracy commission.

He emphasised that the Hong Kong Government was most anxious to co-operate with the Chinese authorities in suppressing the pirates, but those authorities appeared to possess little, if any, control in the areas in which the pirate lairs existed.

THE REGULATION OF SUGAR CROPS.

INTERNATIONAL ACTION.

PRICE TO BE STABILISED.

[THROUGH REUTER'S AGENCY.]

PARIS, Nov. 14th.

A conference of representatives of the cane and beet sugar exporting countries, including Cuba, Germany, Czechoslovakia, and Poland, has agreed to support the Cuban policy of restriction of production in order to keep up prices and normalise and stabilise the relations between production and consumption all over the world.

An international sugar committee will be formed, comprising two delegates from the sugar industry of each country represented at the conference, and countries subsequently joining the committee, whose principal function will be the regulation of production all over the world.

To Break Monopoly.

One of the chief aims of the sugar conference is to reduce the speculative factor in Cuba, particularly desiring to throw off the yoke of the New York market.

The Cuban representative will leave shortly for Holland to endeavour to obtain Holland's adherence to the new sugar ring.

[THROUGH REUTER'S AGENCY.]

R.A.F. FLYING BOATS.

NOW IN PERSIAN GULF.

[THROUGH REUTER'S AGENCY.]

BUSHIRE, Nov. 14th.

The Royal Air Force flying boats, on the way to Australia via Singapore, have arrived at Benjamin Island in the Persian Gulf, from Bushire.

ALLEGED RUMANIAN PLOT.

TER ACQUITTED.

[THROUGH REUTER'S AGENCY.]

BUKHAREST, Nov. 14th.

Manculescu has been acquitted.

[M. Manculescu was charged with being implicated in an alleged plot to restore Prince Carol to the Rumanian throne.]

SYNTHETIC RUBBER.

LONDON SCEPTICAL AS TO
EARLY COMPETITION.

MARKET STEADY.

[THROUGH REUTER'S AGENCY.]

LONDON, November 15th.

The steadiness of rubber prices on the London market reflect the scepticism regarding early competition of synthetic rubber with the natural product, notwithstanding German newspaper statements that the experimental stage has been passed and extensive manufacture by the Dye Trust is imminent, although the *Frankfurter Zeitung's* account of Dr. Weinberg's statement implies that the experimental stage has not been completed.

The *Times* Cologne correspondent recalls that only two years ago a director of the Dye Trust stated that a way had not yet been found to circumvent the excessive production and costs, and it is, therefore, unlikely now in a position to place synthetic rubber on the market. The correspondent, however, states that no doubt the Dye Trust are making every effort to achieve their aim, and have possibly made great strides during the last few weeks.

It is learned from other sources that the Trust will shortly increase its capital to develop the new process together with the production of synthetic petrol.

BRITISH POLITICS.

LABOURITE'S MOTION OF
CENSURE.

TO COME UP TO-DAY.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 14th.

A Labourite motion of censure of the Government, sponsored by Mr. Ramsay MacDonald, will come up in the coal industry debate on November 16th.

The motion charges the Government with neglecting the questions of distress and unemployment among the miners, and demands immediate action to secure efficient organisation of the industry and deals with the embarrassing condition of the local relief authorities, and the treatment of a vast number of miners who are employed on short time, or who are out of work.

INDIANS IN AMERICA.

THE CANCELLATION OF
CITIZENSHIP.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 14th.

Lord Winterston, the Under Secretary for India, was asked how many Indians had lost their American citizenship under the recent decision of the Supreme Court of the United States.

He said that according to the Government of India's information, the United States Court had cancelled naturalisation in about thirty cases. The whole matter was receiving the attention of the Government of India, and of His Majesty's Government.

SPAIN AND BRITAIN.

THE RECENT CONVERSATIONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 14th.

Sir Austen Chamberlain, in the House of Commons, made a statement regarding his recent conversation in Spain with the Spanish Premier.

He said: "When the Spanish Premier learned that my short holiday would be spent in Spanish waters, he was good enough to offer to come to any convenient port to meet me and I warmly welcomed this opportunity of making the acquaintance of the distinguished head of the Spanish Government, who is also Foreign Minister. Our conversation was of the most friendly but also of the most informal character. In the course of it I expressed the hope that Spain would resume her former full and valuable co-operation in the work of the League of Nations and we discussed among other things the question of Tangier on which conversations are proceeding between France and Spain; the results of which are to be reported to us when concluded."

BRITISH FILMS' BILL.

CONCESSIONS TO OPPOSITION.

STATEMENT BY PRESIDENT
OF BOARD OF TRADE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 15th.

During the House of Commons' discussion of the Films' Bill, which provides for the exhibition of a quota of British films and checks so-called "blind booking," the President of the Board of Trade (Sir Philip Cunliffe-Lister) announced that the measure, if its consideration by the House were expedited, would operate for ten years only instead of twelve as originally intended. Certain other concessions to the choice of renters were made including a reduction of penalties for illegal advance booking and the postponement of full restrictions upon booking for two years.

BLUE NILE DAM.

BRITAIN AND ABYSSINIA
NEGOTIATING.

STATEMENT IN THE HOUSE
OF COMMONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 14th.

Sir Austen Chamberlain was asked in the House of Commons whether he had any further information on the reported concession by the Abyssinian Government to an American firm, to construct a barrage on the Blue Nile near Lake Tana, and what was the present position of the negotiations with the Abyssinian Government for bargaining of the Blue Nile by British or Anglo-Egyptian efforts. Sir Austen replied that he could only add to his previous statement in the House, that by an exchange of Notes between Sir John Harrington and Monsieur Alfred Ilg, in 1902, the Emperor Menelik undertook that, other things being equal, preference would be given to the proposals of the British Government and the Government of the Sudan, and it was affirmed that he had no intention of granting a concession in respect of the Blue Nile and Lake Tana to any one other than the British Government, the Government of the Sudan, or one of their subjects.

As regards the second part of the question, said Sir Chamberlain, the present position is that on September 22nd the Regent of Abyssinia addressed to Mr. C. H. Bentinck, the British representative at Addis Ababa, a reply to the proposal which the British Government had made to him last May. "I have recently instructed Mr. Bentinck by telegram to address a note to His Highness, which will carry these negotiations a step further."

THE SOVIET.

MORE EXPULSION AND
SQUABBLING.

[THROUGH REUTER'S AGENCY.]

MOSCOW, November 15th.

Six others have been expelled from the Central Controlling Committee by resolution and owing to particularly bitter behaviour on the part of the Opposition, with the recent anniversary celebrations and because "instead of attending the General Tribunal at Lenin's tomb, they organised hostile demonstrations and otherwise transgressed the limits of Soviet legality."

SOVIET EXPULSION DECREE.

TROTSKY, ZINOVIEFF, AND
OTHERS.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Nov. 14th.

The central controlling committee of the All-Union Communist Party has passed a resolution expelling Trotsky and Zinovieff from the party, expelling Kamenetz, Rakovsky and three others from the General Committee, and dismissing them from all Government or party posts.

NEW SHAKESPEARE MEMORIAL.

ANOTHER BIG AMERICAN
DONATION.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 14th.

The railway magnate, Mr. Edward Harkness, has subscribed another \$100,000 towards the American million-dollar fund towards the proposed new Shakespeare memorial theatre at Stratford-on-Avon, which now amounts to \$860,000, leaving \$140,000 still to be subscribed in the United States.

GAS TANK DISASTER IN PITTSBURG.

MANY KILLED; LARGE
NUMBER INJURED.

DEATH AND DESTRUCTION.

HOW THE ACCIDENT
HAPPENED.

[REUTER'S AMERICAN SERVICE.]

PITTSBURG, Nov. 14th.

It is estimated that 20 people have been killed, and 500 injured, in an explosion, on the north side of the city, of a huge storage gas-tank, containing 3,000,000 cubic feet of natural gas.

Sections of the steel supports were hurled hundreds of yards away, and many people were knocked down in the streets by flying debris, or cut by broken glass.

The police commandeered motor-cars and other vehicles, in which they rushed the victims to the hospitals, three of which institutions were soon crowded.

Some of the injured inhabitants staggered to the hospitals, and collapsed on the steps, being carried in by the attendants.

When The Tank Rose.

PITTSBURG, Later.

"The great steel gas tank rose hundreds of feet in the air, like an enormous balloon, and remained intact for an instant, then burst like a colossal firework, hundreds of tons of steel hurtling through the air," declared the chief of the fire brigade.

Death and destruction were spread over an area a mile square.

Up to now, 21 bodies have been recovered. About 600 persons are known to have been injured. Dozens are still missing.

Further Details.

LATER.

Workmen using acetylene torches to repair the giant gas tank are believed to be responsible for the explosion which brought the crazed inhabitants rushing from their houses in the belief that the town had been visited by an earthquake.

All available police, firemen, doctors and nurses are still on duty caring for the injured and rescuing the entombed.

An area of a square mile has been roped-off—and resembles a shell-shattered area of a war zone.

Dangling telephone and electric wires, unearthed water pipes, broken glass and masonry strewn the roads.

All the hospitals are crowded with victims, who are so numerous that the Allegheny Hospital steps at the main door are covered with blood.

So far 23 are known to be dead and more are missing.

Many vehicles commandeered for transport of the injured were ironically labelled "No Accident Month," which Pittsburgh with other Municipalities is at present celebrating.

Heavy casualties occurred in the rows of flimsy tenements and houses in side streets, which collapsed burying the tenants.

ARBITRATION WITH AMERICA.

RENEWAL OF TREATY
BEING DISCUSSED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 14th.

The Foreign Secretary was asked in the House of Commons whether negotiations had been initiated for the conclusion of an arbitration treaty between Britain and the United States, to replace the present treaty, which expires next year.

He replied that the renewal of the Arbitration Convention of 1908 was at present under discussion with the British Overseas Dominions.

THE NICARAGUAN FERMENT.

MEXICAN PRESIDENT'S
ALLEGED INTEREST.

[REUTER'S AMERICAN SERVICE.]

THE NEW YORK AMERICAN.

The *New York American* reproduces the facsimile of a document purporting to be an order signed by the President of Mexico, authorising the payment of 100,000 pesos to Zepeda, for the purchase of arms and ammunition for the Liberal revolutionary army in Nicaragua.

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THE HONG KONG DAILY PRESS, WEDNESDAY, NOVEMBER 16th, 1927.

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MOTOR NOTES.

AN INTERESTING ROYAL CAR.

The King of the Hejaz and Nejd, is one of the latest recruits to motoring. As a large proportion of his realm is sandy desert, with practically no roads, and often hundreds of miles between villages, there are but few cars which would fulfil his requirements. He has, however, selected a 40/50 h.p. New Phantom Rolls-Royce, with a special body by Thrupp & Maberly Ltd., his order being entrusted to Rootes Ltd., of Devonshire House, Piccadilly, W.1.

The Royal car has many unusual features. On each running board is a specially insulated 14-gallon tank for spare petrol or water. Between the occasional seats in the rear compartment is a large capacity filter for drinking water. Enormously powerful headlights are provided, together with a spotlight. Provision is made for two armed soldiers to stand, one on each running board, in which connection special hand grips are mounted upon the pillars of the front windscreen. An elaborate signalling apparatus is fitted so that His Majesty can give his instructions to the driver without leaving his seat. The bodywork is novel in many ways, as a light steel structure supporting the doors and windows is so arranged that either, or both, of the forward and rear compartments can be opened, or closed. A toolkit and spare parts equipment is carried as the car may often many hundreds of miles from any garage.

TAXI & RIKSHA.

The number of motor-cars in Tokyo has trebled since 1921, when there were 4,007 licensed. To-day there are 14,500. In 1921 the streets were filled with rikshas, to the number of 17,695. To-day that number has shrunk to 8,778, and these are mostly to be found in the suburbs. The riksha pullers of to-day are mostly old men, who cannot change their employment. No young man draws a riksha now, and in five years' time the last puller will have disappeared. The riksha was at the height of its popularity in Japan in 1920, when there were 300,000 in the country, 60,000 being in use in Tokyo.

FRONT WHEEL DRIVE.

While front wheel drive has been somewhat extensively developed in America for racing cars, it has not hitherto been adopted for production models, but considerable interest is being displayed in it and some authorities (says *The Motorist*) predict that it will be the next important development in automobile design. This, however, appears rather a sweeping statement to make, especially when it is considered that one reason given why front wheel drive may appeal to designers is that it permits a much lower build. For some years past there has been a tendency in Great Britain, and on the Continent, to reduce the height of the frame from the ground, and some cars of very low build have been evolved without making radical departures in the transmission lay-out. Undoubtedly front wheel drive has its attractions and the elimination of the long propeller between the conventional gear-box and rear axle not only permits a saving in weight to be effected, but makes for smoother running, as the single long shaft is replaced by two shorter transverse shafts. The effect is that there is less possibility of transmission vibration owing to whirling, or whip, of the shafts. It is also claimed that front wheel drive gives greater stability on corners.

DRIVER'S 23 GLANCE.

"I thought I knew the young lady's face and just looked at her," said Alfred Gay, when summoned at Croydon for negligent driving, at Mitcham. The allegation was that he was looking at a young woman on the path instead of noticing an approaching motor-cycle combination, which had to swerve under the ropes of a road obstruction to avoid a collision. Gay was fined £3 and 10s. costs.

BRITAIN'S WONDERFUL CARS.

BUILT TO STAND UP TO HARD WORK.

Major H. O. D. Segrave, the holder of the world's car speed record, reviewed the last Motor Show at Olympia on behalf of the *Evening News*. In the course of his review he said:—

There are, roughly speaking, two classes of British cars at the Motor Show. If I were a man without a car and, for either business or pleasure, intended to buy one it would not take me more than a few hours to make my choice.

One can divide the cars into classes of speed. There is the car that can attain a speed of about 65 m.p.h. "all out" on a decent road; has a low petrol consumption, and is medium-sized, and there is the car with a maximum speed of 75 to 80 m.p.h.

The first class of car, of 10, 12, 15-h.p., is in the majority of cases well under £500.

Fine Workmanship.

If that were the maximum amount of money I wanted to spend I should make a bee-line for the Austin stand; where there is nothing but first-class workmanship.

They make a 7-h.p., a 12-h.p., and a 20-h.p. The performance of these cars are more or less level, and my choice would be governed entirely by size.

Or I might make my first visit to the Morris stand, and my wants would be peculiar if I could not satisfy them there. Then the Clyno, the Rover, the Hillman, the Wolseley, with its four, six and eight cylinder engines, or the Riley, might be able to give me just what I wanted. But all that would concern me would be comfort and a good equipment of instruments.

Varying Designs.

For the greater percentage of these cars can all attain more or less the same speed, 80 per cent. of them have Dunlop tyres—indeed 90 per cent. of the cars in the show, foreign or English, have Dunlop tyres, and this is one of our big triumphs in the motoring world—and so it is only in design and equipment that they vary.

It is also obvious to anyone that the workmanship among the British cars is really fine. Only a few years ago the low-priced car could speed along in favourable circumstances at very nearly 60 m.p.h., but if they were driven at that speed very freely they soon came to grief.

Now, so much has the material and workmanship been improved, these cars can be pushed along at their top speed without any trouble resulting. They are made to do it.

The building of these big arterial roads, by-passes and so forth have largely been the cause of this improvement.

Peer As Salesman.

Then I walked among the cars from which I might select if my banking account were fairly elastic. Most of them are capable of very high speeds. If I went to the British Hispano Suiza stand the chances would be that I should buy there, not only because the cars shown are among the finest in the show, but because I should probably meet General Kellner Davis, the general manager, and Lord Northcott, his brilliant salesman.

General Davis has such a charming way with him and has such a masterly knowledge of his subject that he has undoubtedly been responsible very largely for the success of the fine car he sells. Intent upon seeing all the cars of high speed and fine finish which we British excel in building, I should visit the Sunbeam stand where every car is painted in the same attractive colour scheme.

Here I could obtain anything from a 35-m.p.h. touring car to a superb and luxurious saloon. Not far away I could pick Bentley's superb jobs, wonderfully fast, strong and durable. Or I might treat myself to one of the fast Vauxhalls.

Free Wheel Clutch.

But no matter from which class I chose I should fit, first of all, a Hamfrey-Sandberg free wheel clutch. I tried one, and found it made driving a wonderful pleasure. Without touching my clutch pedal I changed rapidly up and down without making the slightest noise, although I had never before (Continued on next column.)

ROUND THE WORLD.

RUDGE WHITWORTH RIDER ARRIVES IN SINGAPORE.

Mr. S. T. Glanfield, riding a 33 h.p. Rudge motor cycle, arrived in Singapore on October 28th in the course of a world tour.

He was at first accompanied by Flight Sgt. Sparkes. The pair set out from London at the beginning of July under the auspices of the Rudge Whitworth Co., with whom the Coventry component manufacturers had co-operated.

It was expected that they might complete the tour in a schedule of 120 days. The object of doing so in such a short time was not so much an attempt to break records as to prove the supremacy of British machines.

The behaviour of the motor cycle under "ever-varying conditions" is being carefully noted and reports will be sent home. The tourists are also taking the opportunity of visiting as many Rudge agents as possible and cinema films of the journey are being taken.

Journey Of Exciting Incidents.

The journey of course has been full of exciting incidents. After leaving London they followed the usual route crossing over to Boulogne from Folkestone.

They then passed on to Amiens, Nancy, Munich, Budapest, Belgrade, Sofia, and from Adrianople to Constantinople.

Here the Turkish authorities gave a little trouble but after explanations had been given they were allowed to pass on. They were not altogether finished with the Turks, however, for when they crossed from that country into Asia they were arrested at the frontier for having failed to inform the authorities.

Alexandretta and Aleppo were next visited. The tourists then earned the distinction of being the first motor cyclists to cross the Arabian desert from Aleppo to Mosul. Baghdad and Bombay were the next stopping places. Here the travellers' motor company as Flight Sgt. Sparkes's leave was running short, Mr. Glanfield went on alone and completed the 1,800 journey from Bombay through Agra to Calcutta in six days which is a record for the journey.

The solo traveller took steamer at Calcutta and arrived at Penang. He then made his way down to Singapore via Malacca.

Clogged With Sand.

The journey has not been by any means an easy one. When crossing the desert between Aleppo and Mosul the machine frequently became clogged with sand and on arrival at Mosul the travellers had to spend two days to recover from their experiences.

Mr. Glanfield commented upon the excellence of the roads in Malaya.

From Singapore he will travel via Sourabaya to Port Darwin. From there he will ride to Brisbane and Sydney which he considers will be the worst part of the whole trip.

From Sydney he will ship to San Francisco and then cross America to New York.

driven either of the two makes of car on which I tested the device. Its advantages, particularly for the woman driver or the novice, are obvious.

Not only that, but the speed with which one can change would be a great help in traffic and in preventing accidents. Soon this device will cost about £5.

I am sure this device will enable a lot of people to drive—people who, up to now, have been scared away by the terror of having to change gear. It will also improve driving and lessen the wear on cars.

The next thing I should have on my car, whether an Austin, Morris, Clyno, Singer or Sunbeam, would be radiator shutters which, in a highly varying climate like ours to which no carburettor can, obviously, be set permanently, makes starting from cold in the morning and the maintaining of an even engine temperature so easy.

I should certainly like a sliding roof on my car. It increases visibility, enormously and in summer time can give a saloon car all the advantages of the open tourer. And I should certainly have a fabric body.

By buying a British car I should know that the engine was thoroughly suitable for our roads and would be wonderfully reliable.

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MOTORING NOTES

(CONTD.)

MOTOR RACING A
PROFITABLE
ENTERPRISE.

EXCELLENT PUBLICITY.

THE SAFE SPEED LIMIT.

We are speeding up, writes the motoring correspondent of the *Evening News*. Engines are better, cars are lighter (in relation to their engine-power), tyres are incredibly better, brakes are better, and, therefore, a given speed is twice, four times, as safe to-day as it was 25 years ago. It is, however, still difficult to improve upon a 20-m.p.h. average, and the difference between 30-m.p.h. and 40-m.p.h. makes all the difference in regard to comfort, due consideration for other road-users, and the safety of the fast car's own driver and passengers.

We may say that pace, safe pace, has doubled in 25 years. That is why I am impatient when people sneer, as they do, at the mentality of the legislators who laid down 20-m.p.h. as the legal limit in 1903.

In that year the number of men who could safely drive 2 to 3 tons of motor-car at more than 20-m.p.h. was very small. In that year 20-m.p.h. was, therefore, a perfectly reasonable limit. It is the motorists' own affair that the limit has not been extended. They have grumbled among themselves instead of making representations in the proper quarter. Being human, motorists always did, always will, grumble.

Britain And The Grand Prix.

We grumble about the foreigner whacking us at this, that, or the other sport. Then comes a British Grand Prix race, one of the series constituting those for the championship of the world in 1927, and all we can table are one Alvis and two Thomas Specials! Really, we might as well tell the world that we have gone out of business, so far as motor racing is concerned, and are content to let France, Italy, and the U.S.A. fight things out among themselves.

What is wrong? Is our sportsmanhood losing its "pep," or is simply that racing does not pay? It does, and it does not. It is very expensive, of course. A racing car of one particular English make may easily cost anything up to £10,000.

And there are only three places in motor racing. Even the second and third place are three a penny, in the eyes of most people. Thus, unless a firm is very wealthy and knows it can start with reasonable chance of getting at least one of its team home, racing is rather a risky, as well as an expensive, affair.

But then . . . if it does not pay, why do the Bugatti and Delage people, in France, the Duesenberg people in America, and the Fiats in Italy, engage in racing? The French and Italian firms surely have no more money than ours have.

The Fruits Of Victory.

If racing can be made to pay the constructors of other countries it could be made to pay ours, approached in the right way. British manufacturers must, surely, see that participation in racing constitutes useful publicity, that it fires the acquisitiveness even of sober old crocks like myself.

For a foreign car to win the British Grand Prix on the eve of Olympia's opening, or to win the 200 mile race of the J.C.C. on the first Saturday during which the Olympia Show is open, is for the British agents for that foreign car to have a satisfactory exhibition.

Segrave's record speed performance in Florida this year must have cost the Sunbeam Company anything up to £25,000. How many purchasers of Sunbeam cars would ever wish to travel at 207 m.p.h. for one second? But psychology is such that everybody who owns a Sunbeam is rather "buckled" to own a car built by the firm who created Segrave's 1,000-h.p. monster—a car so monstrous, so useless except for that one job, that Segrave himself had a very bad quarter of an hour driving it at Brooklands, in the demurest, sedatest fashion in which it could be driven!

EYESIGHT TESTS FOR
MOTORISTS.OPINIONS AT THE OPTICAL
CONGRESS.

"People who have no ability to estimate distances, much less speed, are given driving licences in this country," said Dr. L. S. Palmer, of the College of Technology, Manchester, in a discussion, at the International Optical Congress at Oxford on eyesight under modern traffic conditions.

"I know someone who is driving a car at this congress who is not competent to do so."

"Legislation to deal with this matter is sure to come," said Mr. J. F. C. Hunt, of Hull. "It is the business of opticians to take the matter in hand."

"Every person who desires to become a driver of a motor-vehicle should be compelled to have himself examined by a specialist, and, further, should be re-examined at intervals of three to five years."

This was the contention of Dr. Mintz, director of the German School of Optics, Berlin, in an address on "Eyesight under modern traffic conditions in large cities."

Glasses Compulsory.

"The number of drivers," he said, "in every large city who on account of their imperfect vision are completely or partially unsuitable for driving is very high. In certain cases it should be demanded that the driver should wear spectacles, not pince-nez, and that they should be worn continually during driving."

"Besides these a reserve pair should be continually carried. Should a person be the victim of a passing illness he should be disqualified as a driver during the period of the illness."

"The wearing of the prescribed glasses and the carrying of a reserve pair might be enforced by making the appropriate entries on the driving licence, which the driver should always be compelled to carry with him."

"Should it be established through control, accidents, etc., that the driver is not wearing his correct glasses he should be specially punished for driving without due regard to safety."

Colour Blindness.

"When we consider the different coloured signals used in the regulation of traffic it is clear that a sufficient sensitivity to colour must also be demanded of drivers. Extremely

(Continued on next column.)

PROPER WHEEL ALIGN-
MENT.

IMPORTANT FOR THE TYRES.

Proper wheel alignment is still one of the most important factors conducive to good tyre wear and should be watched very closely. It is a fact that misalignment has a tendency to wear the rubber off a balloon tyre somewhat differently than was experienced in the old high pressure type. It is more rapid and may be somewhat spotty.

Front wheels, says one expert, should be toed in, so that they are approximately one-eighth of an inch closer at the front than they are at the back, depending on the specifications of the car manufacturer. The reason for having them closer at the front than at the rear is to compensate for any play that might be which will allow the front wheels in the spindles or in the bearings to spread out when they are in motion.

The ideal position, however, for front wheels to be running is exactly parallel and if they can be spread apart further than a parallel position by exerting pressure on both front wheels by standing between them and pushing out, there is too much play and this should be corrected at once because it will wear the tread rubber off in a hurry from the dragging action and at the same time it will cause hard steering and perhaps "skimmy."

Before making any adjustment on front wheels, however, be sure that the rims are on true and that rapid tread wear has not been caused by some condition other than misalignment. Irregularly applied rim and under-inflation will also cause rapid tread wear which in balloon tyres has a similar appearance to a tyre that has been run out of alignment.

To properly check the alignment of wheels an accurate device should be used so that they can be set to the proper allowance without any guesswork.

false ideas of these questions are

fairly prevalent among the public. "Steel spectacle frames are prone to cause skin affections," said Mr. G. D. Roesser, of the Hadley Company, Limited, London, in a paper on modern eyewear. "For metal frames, gold and rolled gold, when properly made, are the only safe protection against corrosion. Modern opticians, realising that extended vision is obtained, use large round eyes, and have virtually discarded the older form of small oval ones."

COMING WONDERS.

CLOTHES OF STEEL.

LIGHT THAT BURNS IN
WATER.

Ladies' clothes made of steel yet soft as muslin.

Talking by mechanical vibration. Going down to the sea in diving suits which contain sufficient air and oxygen for two hours.

Cooking fish at a depth of 200 feet by a naked flame which defies the water—these are just a few of the possibilities of the future, judging by the marvellous mechanical progress in Great Britain, as reflected in the Shipping, Engineering, and Mechanical Exhibition at Olympia.

The exhibits range from giant generating plants to wire one-fifth of the thickness of human hair. In the light this wire is almost invisible yet it will stand a pressure of about 8 ounces. At present it is used for filtering dyes and ladies' face powder. Fifty yards of the wire can be held in one hand and it has been woven into cloth resembling muslin, but ladies need not

predict silk steel dresses for the moment. The cost would be prohibitive.

Something New For Divers.

At another corner of the exhibition a number of divers daily entered an eleven foot deep tank in suits which contain sufficient air for two hours.

There will be no need of any air-pumping apparatus. By pressing a switch the naked light defying the water will be produced, and will cut steel on iron with the same ease as on land.

If the diver wants to know the winner of the 3,300 race he simply depresses his chin against the helmet and thus rings up the people on land. The telephone wire is carried in what is known as the guiding rope.

Should he want to know another diver's fancy for the greyhound races, he just asks to be switched through to him, and this done by means of an exchange on land.

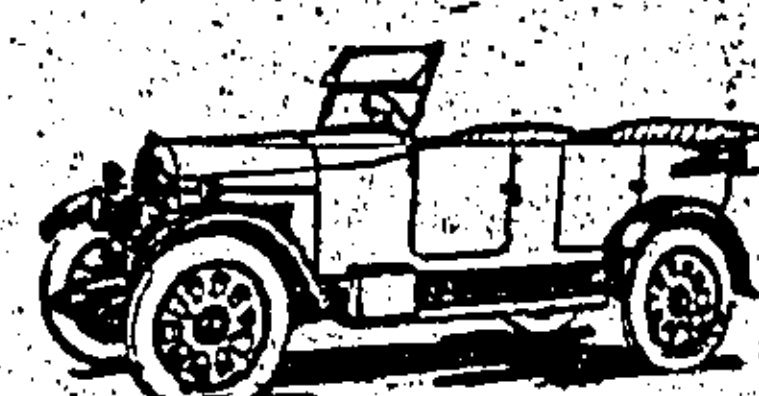
In addition, the same firm exhibited a self-contained breathing apparatus which can be used in gas-filled mines and during fires. It is a protection against the strongest poison gas known.

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RACING NOTES.

(By RAPIER.)

The following are the entries for the Hong Kong Jockey Club 8th Extra Race Meeting on Saturday, the 20th inst.:-

Races Nos. 1, 2 and 3—Glasgow Handicap—"A," "B" and "C" Classes; 6 Furlongs.

Mr. F. Usher, Warrington, Loongwa and Easter Day; Messrs. Usher and Reidy, Macao Beauty; Mr. L. Reidy, Mowgli; Mr. Loo Cheuk Suen, Shanghai Friend and Tap Siao; Mr. Chin Lee, Hon Sin, Chui Chow Ning and Yuen Sin; Mr. E. L. Sim, Sugar Leaf; Mr. Ho Kom Tong, City Hall, Town Hall and Castle Hall; Mr. R. M. Austin, Potentilla; Mr. B. M. Austin, Grey Knight, Fire Call and District Call; Messrs. Tester and Abraham, Bing Boy; Mr. C. W. P. Richardson, Silver Fox (late Saganore); Mr. Luen Yick, Warlordship; Mr. Yam Man, Dick-Loo and May; Mr. L. Dunbar, San Francisco Bay; Messrs. Hall and Shenton, The Goblins; The Gomeril and The Gnome; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel, Loch Rannoch and Tangle; Mrs. Dyer, Yorks; Messrs. Stanton and Reidy, San Diego and Taree (late Jan Dor); Mr. Eve, Misty Eve; Bright Eve and Festive Eve; Mrs. R. J. Paterson, Dobbin, Scooter, Skidoo, Ukelele, The Regent and Humdinger; Mr. R. J. Paterson, September and August; Mr. G. W. Sewell, Circe; Mr. Liang Hau Yuen, Little Sit Tang; Mr. Tang Sutherland, Messrs. Hogg and Seth, Wild Hawk; Mr. Seth, Perseus; Mr. Albert, Arabian Parrot; Mr. Bernard, Barley Grass; Mr. Huen Chung, Chow Tze Lon; Mr. Rado, Green Island; Mr. C. B. Brown, Tuning Fork.

Race No. 4—St. Andrew's Stakes: 1 Mile.

Mr. F. Usher, Warrington and Loongwa; Mr. Loo Cheuk Suen, Flash Star; Mr. Ho Kom Tong, City Hall, Town Hall and Castle Hall; Mrs. R. M. Austin, Potentilla; Mr. R. M. Austin, Brigade Call; Messrs. Hall and Shenton, The Gomeril; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel and Tangle; Messrs. Stanton and Reidy, San Diego; Mr. Eve, Misty Eve and Bright Eve; Mrs. R. J. Paterson, Dobbin and Ukelele; Mr. R. J. Paterson, August.

Races Nos. 5 and 6—Lanark Handicap—"A" and "B" Classes: One Mile.

Mr. F. Usher, Warrington and Loongwa; Messrs. Usher and Reidy, Macao Beauty; Mr. L. Reidy, Mowgli; Mr. Chin Lee, Hon Sin and Chui Chow Ning; Mr. Ho Kom Tong, City Hall, Town Hall, Limestone Hall and Castle Hall; Mrs. R. M. Austin, Potentilla; Mr. R. M. Austin, Fire Call; Messrs. Tester and Abraham, Bing Boy; Mr. Luen Yick, Warlordship; Mr. Yam Man, May; Mr. L. Dunbar, San Francisco Bay; Messrs. Dyer and Beith, Total Abstinence and Loch Tummel; Reidy, San Diego and Taree (late Jan Dor); Mr. Eve, Misty Eve; Bright Eve and Festive Eve; Mrs. R. J. Paterson, Dobbin, Scooter, Skidoo, Ukelele, The Regent and Humdinger; Mr. R. J. Paterson, September and August; Mr. G. W. Sewell, Circe; Mr. Liang Hau Yuen, Little Sit Tang; Mrs. Priestley, Grande del Norte.

Race No. 7—Hong Kong Autumn Champions: 1 1/2 Miles.

Mr. F. Usher, Warrington; Mr. Ho Kom Tong, City Hall and Town Hall; Mr. R. M. Austin, Brigade Call; Mr. L. Dunbar, San Francisco Bay; Messrs. Dyer and Beith, Total Abstinence and Loch Tummel; Reidy, San Diego and Taree (late Jan Dor); Mr. Eve, Misty Eve; Bright Eve and Festive Eve; Mrs. R. J. Paterson, Dobbin and Ukelele; Mr. R. J. Paterson, August.

Race No. 8—Gallowgate Plate: One Mile.

Mr. F. Usher, Easter Day; Mr. E. L. Sim, Sugar Leaf; Mr. Ho Kom Tong, Limestone Hall and Castle Hall; Mr. R. M. Austin, Potentilla; Mr. B. M. Austin, Grey Knight; Mr. Luen Yick, Warlordship; Mr. Yam Man, May; Mrs. Dyer, Yorks; Mrs. R. J. Paterson, Humdinger; Mr. Tang Sutherland, Messrs. Hogg and Seth, Wild Hawk; Mr. Seth, Perseus; Mr. Albert, Arabian Parrot; Mr. C. B. Brown, Tuning Fork.

FANLING HUNT.

Dr. Pierce Grove is working hard on the organization of the above Hunt and has got out a comprehensive memorandum dealing with the hounds, foxes, stabling, railway tickets, hunters' arms, etc. Those desiring any information on these subjects should get in touch with him. The Joint Masters are Dr. Pierce Grove and Mr. H. Birkett, Huntman. A. A. Miller, Scots Guards, Whips, Messrs. A. H. Potts, J. K. Bousfield, H. M. E. Morgan, and Lieut. Bullock, R.N. Alce Potts has just returned from England looking fat and fit and expects he will be amongst the "Quandies" and "Cosses" at the earliest possible moment.

(Continued on next Column.)

CRICKET.

INTERPORT MATCHES.

THE MALAYA TEAM.

We are informed by the courtesy of the Hon. Secretary, H.K.C.C., that the final selection of the Malaya side has now been received and is as follows:-

N. J. A. Foster (Capt.), J. W. Belloc, R. L. L. Bradwell, Capt. C. H. Condon, Capt. F. O'N. Ford, A. B. Jordan, R. B. Lewis, Dr. J. M. A. Lowson, H. C. L. Richards, Lt. H. C. H. Taylor, N. H. P. Whitely.

TWO MILITARY MATCHES.

Two military matches were played yesterday. The Scots Guards meeting the R.O.S.B. on the Kowloon Cricket Club ground and the R.A.S.C. playing the "D" Co. Queen's Royal Regiment. Both matches were "friendly".

The details follow:- R.A.S.C. v. "D" Co. QUEEN'S. In the first match, the R.A.S.C. beat the "D" Co. Queen's Royal Regiment on the Chinese Recreation Club ground. The Queen's batted first and were dismissed for 139 runs and were dismissed for 139 runs and were dismissed for 139 runs.

Scores:- "D" Co. Queen's:- Corpl. Stewart, b Newberry 7 Pte. Wood, b Newberry 13 Lieut. Fairclough, b Dyer 30 Lieut. Corpl. Miles, b Badcock 32 Lieut. Haggard, c and b 14 Capt. Haggard, c and b 17 Dyer 17 C.S.M. Jude, at Wood, b Morris 7 Pte. Watkins, run out 2 Pte. Puppitt, b Badcock 3 Pte. Herdridge, not out 0 Pte. Druce, b Morris 0 Extras 12 Total 139

Bowling Analysis. R. A. S. C. v. "D" Co. QUEEN'S. Badcock 10 0 27 3 Newberry 9 0 23 2 Dyer 3 0 23 2 Morris 3 3 0 21

R.A.S.C. v. "D" Co. QUEEN'S. Lieut. Dyer, run out 0 Capt. Morris, c Stewart, b Haggard 37 S. Sergt. Wood, b Haggard 9 Capt. Drysdale, c Puppitt, b Miles 10 Col. Badcock, run out 30 Q.M.S. Moss, not out 43 (Continued on next Column.)

MACAO RACE CLUB 5th EXTRA RACE MEETING.

This Meeting has been fixed for Sunday, December 11th. It is expected that a number of Hong Kong ponies will be entered in this date and the Annual Hong Kong Race Meeting some time in February. The programme is as follows:-

1.—THE PENNA PLATE: 5 Furlongs. Winner \$250; 2nd \$100; 3rd \$50. For all China ponies that have started at Macao and have not been placed since September 1st, 1927.

2.—THE MACAO 1927 GRIFFIN'S STAKES: 1 1/2 Miles. Winner \$300; 2nd \$125; 3rd \$75. For all China ponies, griffins of 1927.

3.—THE KILING PLATE: 1 Mile. Winner \$200; 2nd \$75; 3rd \$50. For all China ponies that have not won more than one race this year at time of entry.

4.—THE TAI PING PLATE: Half Mile. Winner \$200; 2nd \$75; 3rd \$50. For all China ponies. Winners this year of races of 5 furlongs or under, other than races confined to subscription griffins of Hong Kong Jockey Club, of one race 7 lbs. extra, of two or more races, 10 lbs. extra.

5.—THE WEST LAKE PLATE: 7 Furlongs. Winner \$250; 2nd \$100; 3rd \$50. For all China ponies that have started at Macao or Hong Kong and not won since September 1st, 1927.

6.—THE MACAO 1927 CHAMPION SWEEPSTAKES: 1 1/2 Miles. Winner \$350; 2nd \$125; 3rd \$75. A forced entry of \$5. For all and only China ponies entered at this Meeting that have run at Macao during the year 1927.

7.—THE NIL DESPERANDUM PLATE: 1 Mile. Winner \$150; 2nd \$50; 3rd \$30. For all China ponies that have started at this Meeting and not won.

Entries for all events must reach the Secretary's not later than 3 p.m. on Friday, November 25th, 1927, at the Club's office, 16, Avenida Almeida Ribeiro, Macao.

FOOTBALL.

QUEEN'S COLLEGE.

FINAL OF INTER-CLASS COMPETITION.

The final of the Inter-Class Football Competition will be played today (Wednesday) at the Queen's College ground, Causeway Bay. Kick off at 3.30 p.m. Mr. George Gamble, President, Q.C.O.B.A., has kindly consented to present the shield and medals at 5 p.m. The Committee will be pleased to see as many Old Boys as can find it convenient to attend.

EUROPEAN AND CHINESE STAFFS OF TAIKOO.

The Taikoo Recreation Club, as announced yesterday, will meet the Taikoo Chinese Club in a friendly match on the Club ground at Happy Valley this (Wednesday) afternoon; kick off at 4.45 p.m. The former will be represented by: G. Gerrard, A. McWhirter, D. Sherman, W. Bell, J. Stewart, D. McLean, R. Bell, W. Johnstone, G. Stewart, A. McLeod, W. Gardner, and the Chinese by: Luk King Cheung, Lee Ping Pui, Chan Wing Yin, Lau Hon Wing, Pang Wah Hing, Ho Cho Yin, Lee Shui Kan, Chu Kwong Yung, Tin Lap Fat, Lee Hung Ching, Chan Hing Kui. The majority of the players participate in the various divisions of the Football League, and a good game is promised in this first friendly contest between the foreign and Chinese staffs of Taikoo.

BILLIARDS.

EUROPEAN Y.M.C.A.

The final of the European Y.M.C.A. handicaps for the billiard tournament was played off on Monday night and resulted in a win for A. Leach who beat F. Cowherd by 250 to 207.

To-night the Y.M.C.A. billiards team cross the harbour to play a match at China Building, with the S.C.A.A. players as their opponents.

Q.M.S. Glenn, run out 32 Lieut. Corpl. Tibbs, not out 0 Extras 22 Total (for 8 wks.) 182

Q.M.S. Newberry, Lieut. Corpl. Mackintosh, Lieut. Corpl. Fennell did not bat.

Bowling Analysis. R. A. S. C. v. "D" Co. QUEEN'S. Miles 14 2 55 1 Haggard 11 1 39 2 Kealy 8 1 47 0 Watkins 1 0 13 0 Herdridge 1 0 4 0 Jude 3 1 9 0

K.O.S.B. v. SCOTS GUARDS.

The King's Own Scottish Borderers drew the Scots Guards on the Kowloon Cricket Club ground. Lieut. Hankey (K.O.S.B.) was top scorer with 45, not out. The Scots Guards, who batted first, were dismissed for 156 runs, to which the Scottish Borderers replied with 107 runs for the loss of 4 wickets.

Scores:- Scots Guards. Rev. Murray, c McLaren, b Dobbie 0 Lieut. Usher, b Dobbie 2 Capt. Graham, c Everest, b Hankey 39 Gds. Hargreaves, b Thorpe 1 Capt. Erskine, c Stock, b Hankey 30 Capt. Tyringham, c Sawyer, b Thorpe 22 Capt. Mayfield, c Thorpe, b Everest 10 Lieut. Coghlin, c McLaren, b Dobbie 14 Gds. Chapman, b Hankey 25 Gds. Steven, c Sawyer, b Dobbie 0 Corpl. Freeman, not out 3 Extras 9 Total 155

Bowling Analysis. K. O. S. B. v. Scots Guards. Dobbie 13 1 26 4 Thorpe 12 0 34 2 Hankey 14 0 46 3 Everest 10 0 28 1 Hill 3 0 16 0

K.O.S.B. Capt. Thorpe, b Stevens 45 Lieut. Hankey, not out 45 Lieut. Welch, b Stevens 0 Major Lake, b Stevens 7 Lieut. McLaren, b Erskine 3 Pte. Everest, not out 7 Extras 12 Total (for 4 wks.) 107

Capt. Dobbie, Pte. Sawyer, Pte. Hill, Pte. Merriman, and Pte. Stock did not bat.

Bowling Analysis. K. O. S. B. v. Scots Guards. Erskine 12 0 34 1 Steven 12 0 31 2 Hargreaves 4 0 12 0 Chapman 3 0 20 0

ADD CRICKET

I.R.C. (B) v. KOWLOON.

This league match will be played on the I.R.C. ground on Saturday, commencing at 2.15 p.m. sharp. I.R.C.—Sirdar, Khan (Captain), R. Rumjahn, V. T. Manu, U. T. Thad, D. Mohammad, A. Rahman, R. Nazarin, S. A. Hussain, I. Hassan, A. Butt and J. M. Rumjahn.

THE BRITISH COMMERCIAL MISSION TO YANGTZE PORTS.

CONDITIONS UNDER WHICH BRITISH AND ALL FOREIGN TRADE IS BEING CONDUCTED.

SHIPPING COMPANIES SUFFER LESS THAN DISTRIBUTING COMPANIES OR MERCHANTS.

MR. H. J. BRETT'S ABLE REVIEW.

The British Chamber of Commerce of Shanghai has now received a memorandum prepared by Mr. H. J. Brett, H. M. Commercial Counsellor, giving a general account of the recent trade mission to the Yangtze ports together with Mr. Brett's own conclusions.

Owing to Mr. Brett's indisposition necessitating confinement at hospital for a month, this memorandum has only just been handed to the Chamber of Commerce. Mr. Brett concludes his report with the expression of his conviction that any real revival of trade in the region of the Yangtze is dependent upon the restoration of some measure of confidence and security.

The circumstances under which the decision was made to send an expedition to the Yangtze ports, briefly, are as follows:

When His Majesty's Minister last visited Shanghai he was greatly impressed by the facts put before him by the Committee of the British Chamber of Commerce and by individual merchants with regard to the grave danger with which British firms in Shanghai, and indeed the whole fabric of British commercial interests in China, were threatened by the almost complete paralysis of trade in the Yangtze Valley, a market on which the prosperity of Shanghai is so largely dependent. Being deeply desirous of ascertaining whether any relief could be found for this critical situation, His Majesty's Minister decided to send a special mission of investigation to visit the various ports concerned and to submit views and recommendations. Mr. Brett, accordingly, was directed to form a trade mission and proceed to examine the various river trade centres. Mr. Brett consulted the British Chamber of Commerce with a view to securing the assistance of a few representatives of the commercial interests chiefly interested, and on August 19th the mission, composed of representatives of The Asiatic Petroleum Co. (N.C.), Ltd., The British-American Tobacco Co. Ltd., Messrs. Brunner, Mond & Co. Ltd., Messrs. Jardine, Matheson & Co. Ltd., Messrs. Arncliffe & Co. Ltd., Messrs. Mackenzie & Co. Ltd., and Messrs. Barry & Dowdell, and Mr. Brett, accompanied by Hankow by Mr. A. P. Blunt, C.M.G., left in H.M.S. *Albatross* to visit each trade centre en route to Chungking.

CHUNGKING.

Chungking appeared to be a distinct improvement on ports already visited, even if it could only be described as the best of a bad lot. The attitude both of officials and people was surprisingly friendly, especially having in view the bitter anti-foreign feeling exhibited in the early months of this year. The change is, it is understood, to be attributed entirely to the drastic anti-communist measures adopted by the Government, and is merely another instance of the truism that wherever the local Chinese authorities really desire to repress anti-foreign agitation they are perfectly competent to do so.

On the other hand, the political situation in the province was so unstable as to destroy all confidence, Steamer freights on the upper Yangtze are extortionate, and taxes heavy, irregular and constantly growing. Trade is in consequence reduced to a minimum and communications with the interior are hazardous and uncertain. It is interesting to note that one practical result of the visit of the mission to Chungking was to enable the Asiatic Petroleum Co. to save what little remained of their local stocks. The authorities had some time previously decided to commandeer and sell the Chungking stocks of the British-American Tobacco Co. Ltd., and of the oil companies, undertaking to refund the value at some future time. The seizure of the British-American Tobacco Co.'s cigarettes and of the Standard Oil Co.'s kerosene had been completed before the mission arrived, but a small proportion of the Asiatic Petroleum Co.'s stocks still remained in their installation at the time the mission arrived, and this was at once returned to the company as soon as they reached the port. An arrangement by which the sums due to the oil and cigarette companies were to be paid off in instalments out of the proceeds of a certain tax was also concluded, and it remains to be seen whether this agreement will be adhered to by the Chinese.

WUHU AND KIUKIANG.

The situation at both these ports was slightly better, in fact, as most British premises remained in the occupation of their owners, but constant troop movements, and the entire absence of any effective civil authority, rendered the position at both places extremely precarious, whilst at Kiukiang, although the British Consulate had been handed over to the Chinese Authorities, no arrangements whatever have yet been made for a satisfactory municipal administration of that area.

At all four ports, in addition to military and general insecurity the local authorities seem to be doing their best to destroy all possibility of trade by extortionate and irregular taxation.

CHANGSHA.

In one respect Changsha afforded a pleasing contrast to the lower river ports in so far as the military authorities then in control had taken strong action against communist and other agitators, and the people were in consequence quite prepared to be friendly, and showed a disposition to welcome the return of foreign merchants and especially of foreign shipping. On the other hand, the province of Hunan has been thoroughly looted by successive armies, and forcible imposition of a worthless paper currency has compelled the native banks and such few substantial merchants as have not already sought refuge elsewhere to close their doors. Business on anything but the most restricted scale is hardly possible.

ICHANG.

The conditions at Ichang were much the same as found at Changsha, namely, the local population appeared to be reasonably friendly, and the merchants in particular anxious for the return of British shipping. The currency situation, however, was hopeless, the people greatly impoverished by military exactions and bandit raids, and aware that at any moment some political development might upset the present state of comparative tranquillity. Except for the shipping companies, who had reasonable prospects of securing good freights between Ichang and Hankow, there was little or no inducement for any British firm to consider the resumption of business.

WANHSIEN.

Here the local population was inclined to be distinctly hostile. Yang Sen, the military Governor who controls the river practically from Chungking to the Hupeh border, showed no indication of a readiness to welcome the return of British shipping to the upper river. He insisted that if British ships did return they would have to comply with the very humiliating conditions accepted by vessels plying under foreign flags on the Ichang-Chungking section. They must not merely submit to being stopped and searched at any time by military pickets, nominally searching for contraband, and to the payment of various exactions, but also to being commandeered when required for the conveyance of Chinese troops from one point to another. It appeared to be perfectly clear that if British ships were to resume their services on the Ichang-Chungking run a naval convoy would undoubtedly be necessary in the initial stages, which would effectively interfere of the danger of military interference.

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Although some entirely inadequate proposals for their redemption at a discount of 80 per cent. have recently been put forward there is little prospect of this plan materialising.

The labour situation continues to be the most unsatisfactory, the authorities having made no real effort to control the extremists, and not merely is it practically impossible for factories to carry on work, but even in the case of casual labour, disputes are constantly arising.

There is every likelihood of further political complications, and with an entire absence of confidence and security it is hardly to be expected that any real improvement can take place until some moderately stable Government emerges from the present chaos. Hankow and its dependencies forms one of the most important markets for the sale of goods of British manufacture—but it must be remembered that the trade is in the main conducted through Shanghai, leaving ultimate distribution of the goods to the interior in Chinese hands. Apart from any temporary obstacle to trade, such as an anti-British boycott, the demand for goods is obviously governed chiefly by certain general causes—political, economic, etc.—which affect the means of distribution and the buying power of the public, and it is obvious that foreign action, short of intervention on an extensive scale, could do little to relieve these conditions.

BRITISH INTERESTS.

Leaving aside this particular aspect of British trade and excluding the interests of British banks, insurance companies, etc., as well as British investment in land, buildings, railway, municipal debentures, and other securities, British interests on the Yangtze may be roughly divided into the following three classes:-

(a) Judged by the total volume of losses there can be little doubt that the distributing companies have been the heaviest sufferers from the prevailing situation. In addition to the enormous losses resulting from the seizure or destruction of stocks they have had to contend with the wholesale repudiation of liabilities by their native agents. Their wholesale sales system in the interior has for the time being been completely disorganised, and even such limited business as is still possible on a cash basis at the open ports is restricted by crushing taxation, currency difficulties, and innumerable other obstacles.

(b) The shipping companies have naturally encountered serious difficulties from the cessation during many months of the services West of Hankow, and the civil war raging on the lower Yangtze, which has entailed the constant subjection of their vessels to shell and rifle fire, to military interference at the ports and to many other hindrances. But for the splendid work of His Majesty's Navy in patrolling the river, stationing guardships at the ports, furnishing convoys where necessary, and on occasion showing that unprovoked attacks on British ships might have unpleasant consequences to the aggressor, it seems doubtful whether at certain times communication between Hankow and Shanghai could have been maintained at all. On the other hand it must be recognised that the disappearance of the Chinese flag from the river and various other contributory causes have tended to create a strong demand for such tonnage as was still available, and that at least for the past few months British vessels on the lower Yangtze have had no difficulty in securing satisfactory cargoes. Simultaneously, moreover, with the visit of the commercial mission to Changsha and Ichang, and the decision of the naval authorities to station gun-boats at those ports, the shipping companies have resumed their Hankow-Changsha and Hankow-Ichang services. The question of the return of British shipping to the upper river is, as already indicated, beset with more difficulties, but even here it is hoped that with naval co-operation it may at least be possible to regain a footing in a valuable market. At all events it seems safe to say that the shipping companies have suffered considerably less than either the distributing companies or the merchants from the present chaotic situation on the river.

(c) The Asiatic Petroleum Co. (N.C.), Ltd., The British-American Tobacco Co. Ltd., Messrs. Brunner, Mond & Co. Ltd., Messrs. Jardine, Matheson & Co. Ltd., Messrs. Arncliffe & Co. Ltd., Messrs. Mackenzie & Co. Ltd., and Messrs. Barry & Dowdell, and Mr. Brett, accompanied by Hankow by Mr. A. P. Blunt, C.M.G., left in H.M.S. *Albatross* to visit each trade centre en route to Chungking.

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LADIES' RECREATION CLUB.

"AT HOME" AND FINALS.

The annual "At Home" of the Ladies' Recreation Club will be held at the Club this afternoon, beginning at 3 p.m.

The finals of the following matches will be decided:- Ladies' Club Singles: Mrs. Tottenham v. Mrs. Hall.

Ladies' Handicap Doubles: Miss Carrothers and Miss Ellaby (scr.) v. Mrs. Tottenham and Mrs. Miles. Mixed Handicap Doubles: G. Grigor and Mrs. Grigor v. H. R. Remington and Mrs. Remington.

ART LIFE OF RUSSIA.

ARE WE 50 YEARS BEHIND?

The artistic life of Russia to-day is simply marvellous. The events of the last few years have deepened the character of the people and concentrated their energies in spiritual channels. England is, artistically, fifty years behind the Russia of to-day.

This was the statement made by Mr. Albert Coates, the famous conductor, who was head of the Russian Imperial Opera from 1910 to 1919, and who has just returned from another visit to Russia. Mr. Coates was the conductor of the Rimsky-Korsakov opera on Mozart which Mr. C. B. Cochran produced in the Albert Hall, and which was thus performed for the first time outside of Russia.

"We have everything to learn from the Russians," said Mr. Coates. "Mr. Cochran has been so interested in what I have told him that he is going out with me next year to see what ideas he can pick up in the Russian theatre. We hope to start in April." "In the course of two and a half months in Leningrad I conducted at thirty-odd performances, and every one of them was packed. They were thrilling audiences, intense the whole time. The opera and the theatres are all crammed. One of their favourite authors is Shaw—they are simply crazy on him."

New Forms Tried Out. "New forms of art are being tried out every day. There is one theatre in Leningrad which is wholly given over to artistic experiments, and, far from being empty, it is crowded out regularly. The Russians have pushed symbolic decoration to its furthest extent. You often see a stage absolutely bare of furniture, and decorated only with great symbolic designs."

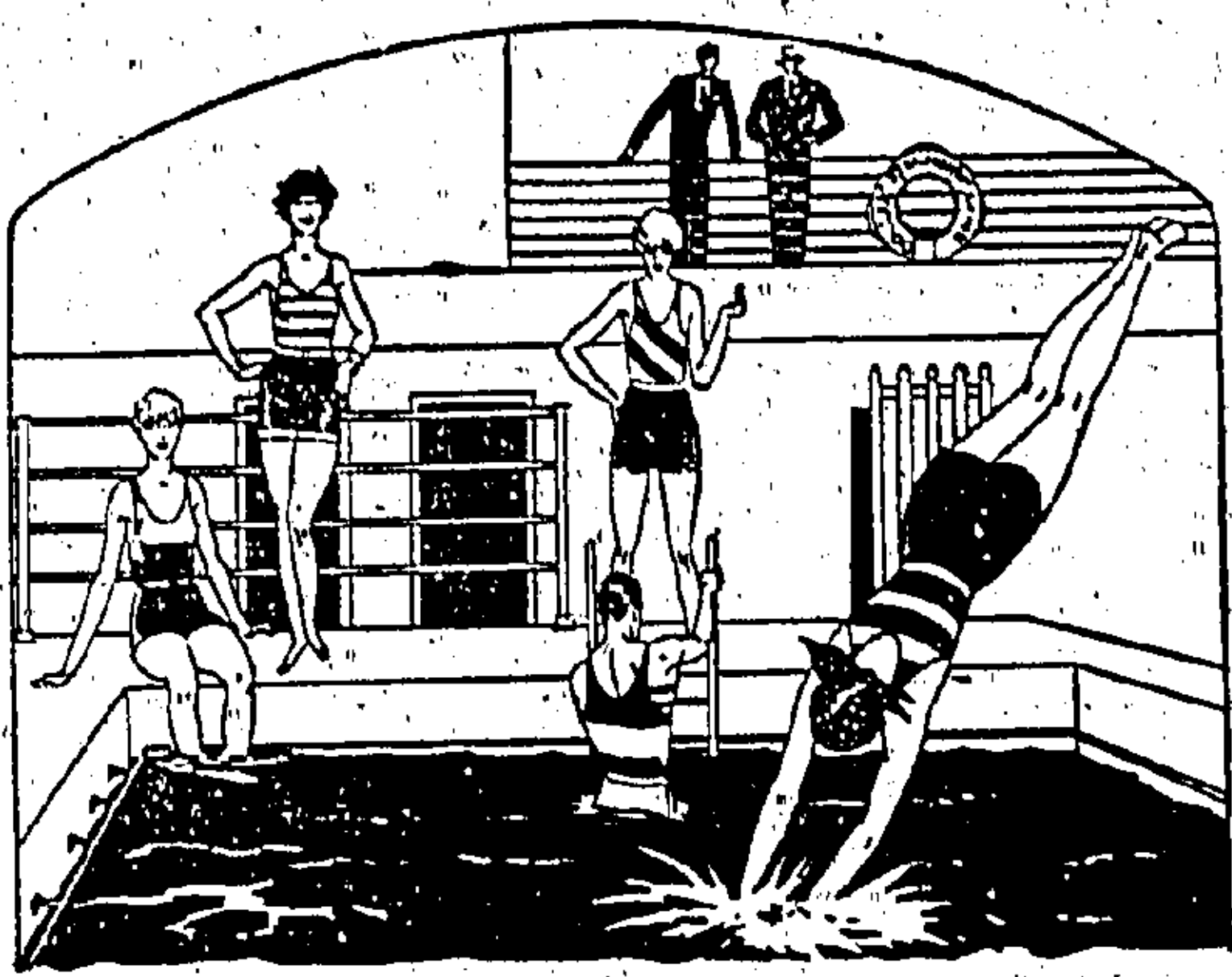
"I saw the production of a new German opera in which the harsh spirit of modernity was symbolised in the decorations which were made entirely of steel, there being a revolving central stage in the middle of the main stage to save scene-shifting."

"I hope to bring something of the spirit of Russia to England in the Albert Hall this year. Before the opera itself there will be three choral and orchestral items from Mozart's 'Requiem,' which is sung by a choir of 1,000. I think the largest trained choir that can have ever sung. There will also be items from other Russian operas."

some slight improvement may result from the re-opening of Changsha, Ichang, and Chungking, and it is also at least arguable to hold that a stronger insistence on the protection of British property at the lower river ports would have a certain beneficial reaction, mainly psychological, but on the whole no great results can be expected from local action. With the exception of the shipping interests, who are in a somewhat special position, it is feared that this conclusion will bring cold comfort to British firms in Shanghai.

HANKOW'S ALTERED STATUS.

As to the subsidiary questions Mr. Brett states quite frankly that inquiries at Hankow left him with the impression that from a purely commercial point of view the alteration in the status of the former British Concession at Hankow contributed only in a minor degree to the loss of British trade at that port. Without questioning for a moment the strong case that could be made out on various grounds for the denunciation or substantial amendment of the Concession Agreement one cannot overlook the fact that a large proportion of the leading British firms at Hankow have their factories and other premises outside the area in question, and that even in some cases where such firms have their offices within the former British Concession their godowns are situated beyond its boundaries. Under such circumstances the change in the status of the Concession can obviously have no very direct bearing on the loss of trade which such firms have experienced. As regards the re-opening of the evacuated ports, His Majesty's Minister has already decided to appoint a Consul at Chungking, and Mr. Blunt is now on his way there. The question of re-opening the Ichang and Changsha Consulates is still under consideration, but in the meantime guardships are already stationed at those ports (in the case of Changsha it will be necessary to withdraw the gunboat with the advent of the low-water season), and no objection is being raised to the return of such British firms as may care to make the experiment.



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Pres. Jackson...Tues. Dec. 20th
Pres. McKinley...Tues. Jan. 3rd

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Pres. Cleveland...Wed. Nov. 30th
Pres. Pierce...Wed. Dec. 14th
Pres. Taft...Wed. Dec. 28th

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Pres. Adams...Sun. Dec. 4th, 8 a.m.
Pres. Garfield...Sun. Dec. 18th, 8 a.m.
Pres. Harrison...Sun. Jan. 1st, 8 a.m.
Pres. Monroe...Sun. Jan. 15th, 8 a.m.
Pres. Wilson...Sun. Jan. 29th, 8 a.m.

To MANILA

Pres. Polk...Nov. 20th, 8 a.m.
Pres. Adams...Nov. 22nd, 8 p.m.
Pres. Cleveland...Nov. 24th, 8 p.m.
Pres. Madison...Nov. 26th, 8 p.m.
Pres. Adams...Dec. 4th, 8 a.m.
Pres. Pierce...Dec. 6th, 8 p.m.
Pres. Jackson...Dec. 8th, 8 p.m.
Pres. Wilson...Dec. 12th, 8 p.m.

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SPHINX A	—	—	22nd Nov.
PORTHOS A	—	—	8th Dec.
PAUL LECAT A	21st Oct.	23rd Nov.	30th Dec.
ANDRE LEBON A	4th Nov.	7th Dec.	17th Jan., 1928.
CHENONCEAU A	18th Nov.	21st Dec.	31st Jan., "
ANGERS B	2nd Dec.	4th Jan.	—

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CONSIGNATION—TRANSIT—REPRESENTATION

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, July to December, 1926.

With Index, Price—\$7.50.

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THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Venous Diseases. 2500 ST. LAURENCE STREET, NEW YORK, N.Y. 10014. LONDON: 10, MARK LANE, E.C. 3. NEW YORK: 10, N. Y. ST. 10014.

DRUG SMUGGLING.

BIG CONSPIRACY DISCOVERED.

REFERENCE TO A HONG KONG SEIZURE.

BERLIN, October 5th.
The German police, in co-operation with British authorities in various parts of the world, have unearthed one end of an international drug smuggling organization, and have discovered the secret code of the smugglers and details which may lead to the complete paralysis of their activities.

The story goes back to the departure from Marseilles on March 18th last of the Japanese steamer *Atsuta Maru* bound for Hong Kong. Among the passengers was an elegantly dressed Russian lady, an *empire*, who had a large amount of luggage with her. She was met at Hong Kong by a Russian who had come from Shanghai. The suspicions of the British authorities had been aroused, and the luggage of both was searched. In one of the Russian lady's trunks a large quantity of heroin was found, packed in seven-ounce packets, and among the man's effects were found four petticoats, each provided with 22 pockets closed with pins, and obviously designed for the packets.

On the man was found an old card inscribed with his name and describing him as a director of the *Mercantile Lloyd A.G.*, Berlin. This information was conveyed through the drugs section of the Reich Department of Health to the Berlin criminal police, whose investigations took some months. It was discovered that the *Mercantile Lloyd A.G.* had ceased to exist, that the former "director" had left, but that his wife had remained in Berlin. After further inquiries, which show that the "director" had formerly been in touch with drug smugglers in Stamboul, the wife was arrested a few days ago and her flat searched. As the police had expected nothing suspicious was found, but the police also searched the flats of the woman's acquaintances, and in one of them found the key to a strong-box in a Berlin bank. In the box they discovered the "whole correspondence" of the gang and the code they used for communicating with each other.

The documents disclosed that the "director" and his wife had entered the drug traffic in 1923, had that in 1926 the man had decided to leave his wife in charge of the purchase and transport of the drugs, while he occupied himself with their disposal in the Far East. The police also discovered that the wife had made journeys to France and Switzerland in December, 1926, and February, 1927. On both occasions she returned to Berlin without the large trunks she had taken with her, one of which had been specially constructed in Berlin with a double bottom and double sides. One of the trunks had been taken to Marseilles as the alleged luggage of a 13-year-old Russian boy traveling to the Far East. The Customs authorities had caused trouble, but the boy had apparently got his consignment of drugs through to China, although according to the seized correspondence warning had come back to Berlin to use smaller and less suspicious trunks in future. Confronted by the evidence seized by the police, the woman arrested in Berlin is understood to have made a confession and to have been kept in custody.

The documents contained the names of persons through whom the drugs had been obtained, and the information has been passed on to the police of the countries concerned.

SMILES AND LAUGHTER.

COMFORT FOR THOSE UNABLE TO LAUGH.

Those solemn faced individuals who are unable to laugh may reap certain comfort in the findings of Professor F. Aveling of the University of London who makes the statement that it is only the "superior" or discontented man who really laughs.

He suggests that "perhaps that is why laughter, like tears, is ugly—being made up of grimaces and contortions, the mask of a hard or selfish mind."

The Professor thinks that smiles are beautiful, as marks of human sympathy and understanding in a heart that is at peace with itself and with the world.

The really happy man never laughs, or at least only seldom, though he may smile. He does not need to laugh, for laughter, like weeping, is a relief of mental tension and the happy are not over-strung.

He continues: "The unhappy man cannot laugh. He is too much wrapped up in his misery to see the drollery of his own case or to enter into the tragedy or comedy of any other."

"Laughter is a kind of behaviour, exceedingly curious were it not so commonplace, which begins in a puckering of features and ends in jolly like convulsions of the whole body. Moreover, it is an idiosyncrasy of human kind alone."

THE CLIPPERS.

BOOK BY AN OLD CHINA SKIPPER.

REMINISCENCES.

Mr. Andrew Shewan, late master of the *Norman Court*, has written a book called "The Great Days of Sail." It is edited by Rex Clements and is published by Heath Croton, London, at 10s. 6d. net.

Mr. Andrew Shewan is the elder brother of Mr. Robert Shewan, of Messrs. Shewan, Tomes & Co. He had, however, left China before Mr. Robert Shewan came out.

The *Scotsman* reviews the book as follows:

The "brave days of old" of the ocean-going sailing ship were those of the China tea-clippers of the 'Fifties, 'Sixties, and 'Seventies, when the race home to the Thames or Mersey, or to Boston or New York, with the first cargo from Canton or Foochow was watched with as much keenness of interest as ever was the result of the Derby.

Captain Shewan is a survival, almost the last, of those wonderful times, which were brought to an end by the opening of the Suez Canal and the progress of steam; for he made his first voyage to the East in the trim little Aberdeen-built *Chuan-se* in the year 1860, and at an early age succeeded his father (himself the son of a Peterhead whaling skipper, who died in 1860 from exposure on an ice-foot), in the command of the famous clipper *Norman Court*, designed by Rennie and owned by Baring Brothers, which made some of the fastest sailing passages from China on record. His reminiscences, in setting down which he has been assisted by the expert hand of Mr. Clements, are in the true spirit of the sea-age, and while always concerned with facts, sometimes rise to lyrical pitch. By 1880 "steam had definitely triumphed; the graceful clipper was a thing of the past, and the China tea trade emptied of its romance."

Gone past recall were the tall ships and the officers and men who manned them, and whose spirit of rivalry was as keen as their seamanship. "No more would they watch their racing craft reel off the knots, with sunbeams and aloft, and 'Jamie Green,' ringtail, sky-scrapers, and moonrakers set, as they traversed the regions of the steady trade or with reefed topsails literally 'hung upon the gale' while they fought the fierce squalls

of the adverse monsoon of the China Sea. Never again will a straining clipper make the Channel and race neck and neck from the Scilly to the Foreland with a foeman worthy of her steel—finally to win, or lose the world-wide race by a bare twenty minutes. This is now all over and done with, though I trust not yet wholly devoured by that "great-sized monster of ingratitude"—Oblivion.

Speed Tests.

Summing up the facts and opinions of relative speeds gathered in a long sea career, but chiefly in the *Norman Court* and *Black Prince*, Captain Shewan says:

I should place first, as the ideal tea-clipper and the fastest thing the wind ever drove through the water, the *Ariel*. Next to her I should be inclined to place the *Titania*, *Thermopylae*, *Cutty Sark*, *Spindrift*, and *Leander*, with very little to choose between any of them. These top the list. In the next half-dozen or so would come the *Lahloo*, *Sir Lancelotti*, *Lothar*, *Norman Court*, *Teping*, *Kaisar*, *Windhover*, and the *Undine*. I think that in light weather each and all of these were equally as fast as the first-mentioned five; and in other conditions of weather in varying degree superior to one or other of them. After these, but no great distance behind, would come the *Taitung*, *Servia*, *Black Prince*, *Fiery Cross* (the second), *Mailand*, *Counakyle*, *John R. Worcester*, and *Falcon*. The few others that claimed a place among the racers were slightly inferior to these.

The *Flying Spur*, for instance, was of some competence when new, but was soon outclassed. We outtailed her in the *Black Prince* on one occasion. In the same ship, herself outtailed among the fastest, we also outtailed at various times the *Chimaman*, *Whitadder*, *Ziba*, *Min*, and others.

The competing claims made for certain American-built clippers he treats sometimes with scant ceremony. Their "fabulous runs came into being from the custom of Yankee captains (legitimate enough in itself) of giving pleasure and encouragement to their passengers and enhancing the reputation of their ships, by stating that on the previous twenty-four hours the ship had traversed four hundred, or whatever it might be, miles." This was through confounding miles of longitude with nautical miles; whereas "running the easting down below the 60th parallel of latitude, a degree of longitude would not be more than forty miles of actual distance."

QUEEN MARY, THE WOMAN.

"I HAVE NEVER BEEN BORED IN MY LIFE."

"To some women it is given to be loved extravagantly; of few should it be said that the eyes of an Empire have rested on them, and been content."

With this quiet tribute, Miss Kathleen Woodward ends her intimate study of the life of Queen Mary. It is noble praise—praise worth a tribute as has ever been paid to the womanhood of an English Queen—and it will express the personal prestige enjoyed by Queen Mary throughout the Empire.

Thirteen years ago Miss Woodward worked in a collar factory, and she has since been a stewardess on a liner, sold sewing-machines and photographs, acted as cashier at a club, and served as quarter-master-sergeant of the W.A.A.C.A. In preparing her book, which has been published with the Queen's permission, she has gone to all classes and parties for her material, and has been granted every facility for research, covering a period of nearly a year. Consequently we may regard her biography as an authentic and the portrait she gives of the Queen as a true likeness.

It is the portrait of a great lady; of one who has always been true to herself and loyal to others; of one who has given herself with absolute and unflinching devotion to the manifold duties of her state, and who, as wife, as mother, and as Queen has led a full personal life in the highest sense of the word. Hence the impression of completeness that her personality makes on us.

There has been nothing sensational about the life-story of Queen Mary, in one way, it is a veritable romance, for it tells of how a shy, reserved, diffident and hypersensitive Princess moulded herself into the pattern of a great Queen. So timid was she as a child, Miss Woodward tells us, that she would burst into tears whenever she had to appear among strangers. But she took herself firmly in hand, and though a certain shy reserve has never left her, she stands forth to-day, composed for just that fine poised personality and serene dignity of manner which are the distinctive attributes of queenhood.

An Intimate View.
In this book are many stories showing the Queen's innate kindness of heart, her unaffected sincerity, her unweariness in all manner of unobtrusive well-doing, her remarkable memory and powers of observation, and her practical good sense, which almost amounts to a kind of genius.

One of her Majesty's main characteristics is her interest for life. Everything interests her. Only the other day she said: "I think I can honestly say that I have never been bored in my life."—And how often we think of the life of royalty as of one long boredom!

The Queen has always taken a deep interest in social questions, and has often astonished Labour leaders by her sympathetic understanding of their movement. Her wide philanthropic activities among the poor of London are well known but it is the personal touch at the back of them that counts for so much.

Labour leaders of both sexes have been quick to appreciate the deep sincerity of the Queen's feeling for the poor. "It always seemed to me," remarked Mrs. Clynes to the authoress of this book, "that poverty really hurts the Queen" and the late Mary McArthur, the women's trade unions organizer, who worked in close collaboration with her Majesty during the war, declared that the great desire of her life was "to reveal to the Labour Party the woman that is Queen Mary."

But perhaps the grandest tribute to her genius in human relationship comes from another woman who served her with the best days of her youth. "If I were on the eve of some decision that would affect me or my children, if ever I were in difficulty or distress of any kind, of all women in the world I would go straight to Queen Mary." There is a world of significance in this tribute, for it is given to one who has never worn her heart on her sleeve and has "an almost constitutional inability to go out to people."—O. B. in *Evening Standard*.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	EXP. ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	SHAL. KLUNG	In port	17th Nov.	BATAVIA
TJIBODAS	JAVA, MACASSAR	31st Nov.	24th "	AMOT & N. CHINA
TJIMANOEK	N. O. & AMOT	21st "	24th "	BATAVIA
TJISONDARI	BATAVIA	24th "	27th "	AMOT, SHANGHAI & KEELUNG
TJIPANAS	JAVA, MANILA	25th "	27th "	SWATOW, SAIGON
TJISAROE	SHAL. KLUNG & KLUNG	28th "	1st Dec.	MACASSAR & JAVA
TJIKINI	JAVA, MACASSAR	28th Dec.	7th "	AMOT & N. CHINA
TJITAROEM	N. CHINA, AMOT	30th "	8th "	AMOT, SHANGHAI & KEELUNG
TJIKEMBANG	BATAVIA	31st "	11th "	—
TJISONDARI	SHAL. KLUNG	12th "	15th "	BATAVIA
TJILIWONG	JAVA, MANILA	16th "	18th "	SWATOW & SAIGON
TJISALAK	JAVA, MACASSAR	19th "	21st "	AMOT & N. CHINA

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JAVA-CHINA-JAPAN LIJN.

CONSIGNEE NOTICES.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "CARNARVONSHIRE" having arrived from the above Port.

Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 21st November, 1927, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 19th November, 1927, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on or before the 19th November, 1927, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 14th Nov., 1927. (5521)

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 16th.

Barometer	Thermometer	Thermometer	Thermometer
at 3 p.m.	at 3 p.m.	at 6 a.m.	at 3 p.m.
29.91	29.94	29.89	—
77	69	77	—
57	75	57	—
W	Calm	E	—
3	0	3	—
0.00	0.00	0.00	—

Lowest open-air Temperature, 14th: 77
Lowest open-air Temperature, 16th: 69

R=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From November 18th to 22nd 1927.

Day of Week	Date	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	16	h. m.	h. m.	h. m.	h. m.
Thurs.	17	h. m.	h. m.	h. m.	h. m.
Fri.	18	h. m.	h. m.	h. m.	h. m.
Sat.	19	h. m.	h. m.	h. m.	h. m.
Sun.	20	h. m.	h. m.	h. m.	h. m.
Mon.	21	h. m.	h. m.	h. m.	h. m.
Tues.	22	h. m.	h. m.	h. m.	h. m.

ON SALE.

HONG KONG HANSARD RE-PRINTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1926.

Revised by Members.

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HONG KONG DAILY PRESS OFFICE.

CONSIGNEE NOTICES.

VEREENIGDE NEDERLANDS-CHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-INDIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, GENOA, BREMEN & ANTWERP.

THE Steamship "GEMMA (8)" having arrived from the above Port.

Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 22nd November, 1927, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined on the 1st November, 1927, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 14th Nov., 1927. (5522)

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "DESSAU" having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 22nd of November, 1927, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ayle on 10 a.m. on the 18th of November, 1927. No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELOCHERS & CO., Agents, Norddeutscher Lloyd, Bremen, Hong Kong, 14th Nov., 1927. (5522)

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENVOORLIC" informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 10th instant will be subject to Rent. All Claims against the Steamer must be presented to the Undersigned on or before the 3rd December, 1927, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBBS, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 14th Nov., 1927. (5523)

CHINA NAVIGATION COMPANY, LIMITED.

HOIHOW, PAKHOI & HAIPHONG	"NEWORWANG"	On 17th Nov.	Noon
SWATOW & SHANGHAI	"LINAN"	On 17th Nov.	3 p.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 19th Nov.	8 a.m.
CHERIBON	"TAIKOQWANYI"	On 19th Nov.	Noon
AMOY, SWATOW, SINGAPORE & BANGKOK	"KWEIYANG"	On 20th Nov.	6 a.m.
SWATOW, SHANGHAI & DAIKOV	"KANGCHOW"	On 20th Nov.	10 a.m.
SWATOW & BANGKOK	"KAYGOU"	On 20th Nov.	Noon
AMOY, SHANGHAI & TSINGTAO	"CHEKIANG"	On 21st Nov.	6 p.m.
SWATOW & SHANGHAI	"CHENAT"	On 24th Nov.	8 a.m.
HOIHOW, PAKHOI & HAIPHONG	"OHINHUA"	On 24th Nov.	Noon
WEIHAIWEI, CHEFOO & TIENHSIN	"KURICHOW"	On 24th Nov.	4 p.m.
SHANGHAI & TSINGTAO	"SZCHOUEN"	On 24th Nov.	6 a.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	On 27th Nov.	6 a.m.
SWATOW, SHANGHAI & DAIKOV	"LUCHOW"	On 27th Nov.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 27th Nov.	Noon
AMOY, SHANGHAI & TSINGTAO	"SUNNING"	On 28th Nov.	6 p.m.
HOIHOW, PAKHOI & HAIPHONG	"HUICHOW"	On 3rd Dec.	4 p.m.
AMOY, SWATOW & SINGAPORE	"ANKING"	On 4th Dec.	6 a.m.
SWATOW & BANGKOK	"ANTUNG"	On 11th Dec.	6 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 11th Dec.	Noon

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SHIP	DEPART HONG KONG ON OR ABOUT	SAILING FROM ON OR ABOUT
CHANGTE	9th December	16th December
TAIPING	7th January	14th January
CHANGTE	7th February	14th February

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Sailings from Hongkong.

S.S. "CITY OF WELLINGTON"	Via Suez Canal	17th November
S.S. "PHEMIUS"	Via Suez Canal	28th November
S.S. "MAHAON"	Via Suez Canal	18th December
S.S. "CITY OF LAHORE"	Via Suez Canal	29th December

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

November 14th.

Akita Maru, Japanese str., 3,817 tons, Capt. Y. Moroki, from Calcutta, which port she left on October 23rd, with a general cargo, lying at Kowloon Wharf. N.Y.K.

Hong Hua, British str., 1,394 tons, Capt. D. M. May, from Singapore, which port she left on November 7th, with a general cargo, lying at Kowloon Wharf. Seng Soon Hong.

Hoy Sang, British str., 1,358 tons, Capt. W. J. Booker, from Canton, lying at Kowloon Wharf. Jardine, Matheson & Co.

Rollan, Norwegian str., 773 tons, Capt. C. H. Stenholt, from Canton, lying at Kaumati. Karsten, Larssen & Co.

November 15th.

Asama Maru, Japanese str., 1,131 tons, Capt. J. Iwami, from Dairen, which port she left on November 8th, with a cargo of coal, lying at buoy No. 853. Suzuki & Co.

Calehas, British str., 6,140 tons, Capt. Adcock, from Shanghai, which port she left on November 13th, with a general cargo, lying at buoy No. 45-B & S.

Cremer, Dutch motor ship, 2,784 tons, Capt. G. J. Baarsen, from Singapore, which port she left on November 10th, with a general cargo, lying at buoy No. 45-B & S.

Devaui, German str., 6,719 tons, Capt. J. Meyer, from Bremen and Singapore. The former she left on September 17th, with a general cargo, lying at Kowloon Wharf. Melchers & Co.

Gemma, Dutch str., 5,337 tons, Capt. P. Brouwer, from Bremen and Manila. The latter port she left on November 12th, with a general cargo, lying at Stonecutters. J.C.J.L.

Hungan, Chinese str., 2,097 tons, Capt. A. Laihovetsky, from Canton, lying at Stonecutters. Wing On & Co.

Karachi Maru, Japanese str., 4,298 tons, Capt. T. Juono, from Rotterdam and Singapore. The latter port she left on November 7th, with a general cargo, lying at buoy No. 410-N.Y.K.

Klungchow, British str., 1,545 tons, Capt. R. Ritchie, from Bangkok, which port she left on Nov. 7th, with a general cargo, lying at buoy No. 413-B & S.

Les Fils de Paul Doumer, French str., 704 tons, Capt. C. Femaud, from Saigon and Tourane, with a cargo of rice. Messageries Maritimes.

Linnar, British str., 1,356 tons, Capt. J. Whyte, from Shanghai and Amoy, with a general cargo, lying at buoy No. 412-B & S.

Oakridge, American str., 3,735 tons, Capt. J. F. Erbes, from Portland, Ore. and Legaspi, with hemp and copra, lying at buoy No. 427—Columbia Pacific S.S. Co.

Santhia, British str., 3,490 tons, Capt. D'Cruz, from Shanghai, which port she left on November 13th, with a general cargo, lying at Stonecutters. Mackinnon, Mackenzie & Co.

Tonger, Norwegian str., 1,949 tons, Capt. E. Rasmussen, from Canton, lying at buoy No. 451. Dodwell & Co.

PASSENGERS.

Departures.

Per s.s. *Empress of Asia*, for Vancouver, via ports, on November 16th.—Mr. S. Abrera, Capt. A. de la Arce, Mrs. N. Adair, Mrs. M. L. Aitken, Col. and Mrs. S. Brooke, Mr. T. D. W. Bannister, Mr. and Mrs. A. M. Bourne, Mrs. R. C. Carpio, Mr. and Mrs. S. H. Chang, Mr. C. M. Chan, Mr. H. E. Dralle, Comdr. and Mrs. L. C. Davis, Master H. Davis, Mr. T. Diehl, Mr. A. S. Freeman, Mr. B. C. Fong, Mr. E. Farrell, Maj. and Mrs. L. S. Fountain, Miss S. Fountain, Mr. A. S. Gubbay, Mr. A. W. Hodges, Mr. F. C. Henley, Mr. J. D. Hayes, Mr. M. Hangai, Mr. Y. Hagihara, Capt. T. Johnson, Mr. A. K. Johnston, Mr. H. Kadoorie, Mr. T. Kobayashi, Mr. N. C. Kwok, Miss E. Lee, Mr. S. P. Lee, Mr. Lo Shok Ho, Mr. C. M. Liang, Mr. Y. C. Lee, Mr. W. S. Leonard, Mr. H. C. Lo, Mr. and Mrs. Leong Shiu Wai, Mr. and Mrs. H. K. Lee, Mr. M. Y. Lai, Mr. K. W. Mahtani, Mr. N. Nishiyama, Mr. and Mrs. L. S. Ming, Mr. Make Bew, Mrs. L. Padilla, Miss H. Page, Dr. C. J. Pineda, Dr. E. V. Pineda, Mrs. L. M. dos Remedios, Miss T. dos Remedios, Miss A. dos Remedios, Master J. dos Remedios, Mr. Yuen Sang, Mr. E. A. Silagi, Mr. R. Sweetland, Mr. A. M. Sing, Mr. H. K. Syn, Mr. Chan Shui, Mr. H. F. Smith, Mr. Henry Smith, Mr. F. Takane, Lt. C. C. Wood, Mr. H. P. White, Major J. Vieira, Mrs. J. M. R. Xavier, Mr. C. M. Xavier, Mr. K. Yamamoto, Mrs. S. A. Yeung, Mr. L. C. Yen, Mrs. A. Zaslomova, Mr. Y. D. Zao.

Per s.s. *Taipei*, for Australian ports via Manila, on November 16th.—Mr. P. H. Cunningham, Miss A. Stevenson, Mr. N. E. Kent, Mrs. E. Cunningham, Mr. R. H. Moncrieff, Capt. and Mrs. B. McK. Thomson, Mr. and Mrs. David Waddell, Mr. and Mrs. W. H. Timbrell, Miss B. J. Walsh, Mr. V. G. Wippell, Mr. J. Walsh, Col. E. H. Pickwood, Miss E. C. Kendon, Mr. G. W. Lake, Miss C. Webster, Mr. G. and Mrs. Taylor, Miss K. Boland, Miss Luff, Mr. and Mrs. H. E. Smith, Miss Marie Smith, Mr. J. Farrell, Mr. C. Pratt, Mr. J. G. Lewis, Mr. J. Boland, Mr. and Mrs. Phillips, Mr. Luff, Mr. F. Gardiner.

CLEARANCES.

November 15th.

Akita Maru, for Moji.
Asama Maru, for Whampoa.
Atsuta Maru No. 2, for Dairen.
Bokuyo Maru, for Moji.
Calehas, for Singapore.
Devaui, for Shanghai.
Empress of Asia, for Shanghai.
Gemma, for Takao.
Hai Hong, for Swatow.
Hong Hua, for Swatow.
Hung On, for Hongkong.
Karachi Maru, for Nagasaki.
Linnar, for Canton.
Rollan, for Hongkong.
Santhia, for Macao.
Tonger, for Chinwangtao.
Wing Wo, for Macao and Kwong Chow Wan.
Yunnan, for Canton.

ROUBLES FROM A BRITISH CRUISER.

A Japanese Company, called the Deep Sea Salvage Company, has succeeded in salvaging 800,000 gold roubles from the cruiser *Black Prince* sunk in the Black Sea.

It is reported that Japanese divers who were searching for half of a million sterling in gold \$2,500,000 about the British cruiser *Black Prince* have discovered the first gold coin. The coin bears the inscription of George IV. and the date 1821.

The coin was discovered after twenty tons of stone had been removed from the cruiser which was wrecked in Balaklava Bay during the Crimean war.

The contract for the salvaging of the gold was let by the Soviet authorities on June 20th to the Japanese company Sinkai Kogisio, Ltd. It provides that the Japanese shall repay the costs of the preliminary surveys made by the Soviet expedition which located the wreck.

The first million roubles salvage is to be equally divided between the Soviet and the company. After that 80 per cent. of the gold recovered will go to the Soviet and 20 per cent. to the company.

ARMED MAN AND DOCTOR.

REVOLVER THREAT IN A LONDON SURGERY.

Scotland Yard are searching for a man who was concerned in a sensational hold-up of a doctor at Camberwell.

Dr. A. C. W. Knox was in his surgery when a man, who had gotten into the house unnoticed, suddenly confronted him, levelled a loaded revolver at him, and threatened to shoot him if he did not hand over cash.

The doctor gave him half a crown, and the man still covering the doctor with his revolver, disappeared.

The intruder is described as being about forty-five years of age.

Heard in Surgery.

"Whoever the man was he knew sufficient of my practice to wait until my patients had all gone," Dr. Knox told a newspaper representative.

"A friend had been to see me, too, and I fancy my visitor must have been waiting a long time. I heard him moving outside my surgery, and then he came in. He was a youngish, of middle height, with a dark suit and a grey overcoat. I had never seen him before."

"Well, what's the matter?" I said. He looked dangerous somehow, and it occurred to me he might turn out awkward."

"Suddenly he said, 'Dr. Knox, you must give me £10. I must have it. I need it desperately.' 'I temporised with him. He suddenly leaped up, flourished an automatic pistol, and cried, 'Security you want? Is this enough to guarantee some money, do you think?'"

"How Much Have You?" he asked in a low voice. "Oh, a few shillings," I said, and held out a half-crown to him. He clutched it at once and went.

"He spun round and fairly flew down the drive. I could hear his feet drumming down the path at a fast pace."

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAO & SHANGHAI	"CHAKSANG" "KWAISANG" "KWONGSANG" "HANGSANG"	Sun., 20th Nov., at 7 a.m. Wed., 23rd Nov., at 7 a.m. Sun., 27th Nov., at 7 a.m. Wed., 30th Nov., at 7 a.m.
TIENHSIN via WEIHAI-WEI & CHEFOO	"CHIPSHING"	Sun., 27th Nov., at 5 p.m.
OSAKA via AMOY, SHAL MOJI & KOBE	"LAISANG"	Wed., 23rd Nov., at 7 a.m.
CANTON	"KWAISANG"	Thurs., 17th Nov., at 11 a.m.
STRAITS & CALCUTTA	"NAMSANG" "KUTSANG"	Thurs., 17th Nov., at 3 p.m. Thurs., 1st Dec., at 3 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 23rd Nov., at 3 p.m. Wed., 30th Nov., at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENARA"	(via Oran)	30th November
Steamship "CARNARVONSHIRE"	(via Oran)	28th December
Steamship "GLENIFFER"	(via Oran)	25th January, 1928
Steamship "GLENBANDA"	(via Oran)	22nd February, "

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

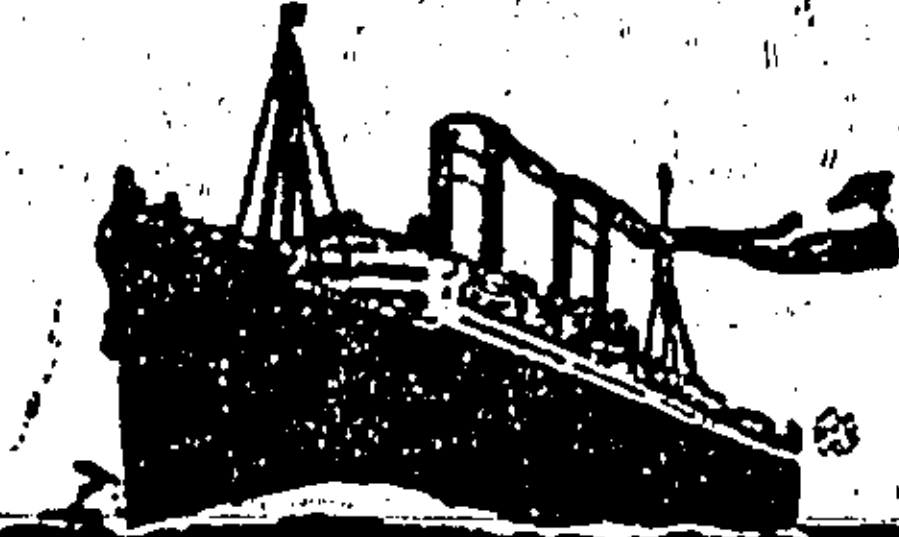
Steamship "PEMBROKESHIRE"	29th November
Steamship "GLENIFFER"	8th December
Motor Vessel "GLENOGLE"	22nd December
Steamship "GLENBANDA"	12th January, 1928
Motor Vessel "GLENAMOY"	22nd January, "

For Freight, Passage and further Particulars, apply to

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AGENTS: THE GLEN LINE, LTD.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.



Cabin class: £73 4. 0d.
Intermediate class: £48 2s. 0d.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENHSIN)	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, AMSTERDAM, ROTTERDAM & HAMBURG
M.S. "FULDA"	19th Nov., 1927.	17th Nov., 1927.
M.S. "TRIUM"	19th Dec., "	17th Dec., "
M.S. "DERFFLINGER"	19th Dec., "	14th Jan., 1928.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
*s.s. "GERWIN" on or about 30th November/1st Dec.

NEXT ARRIVALS FROM EUROPE:

* Will Call at Marseilles besides the usual ports.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

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DOUGLAS STEAMSHIP CO., LIMITED.

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REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, the 18th November, at 2 p.m.
HAICHING	Tuesday, the 22nd November, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Nagasaki Anchorage) or vice versa and Return by the same steamer at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

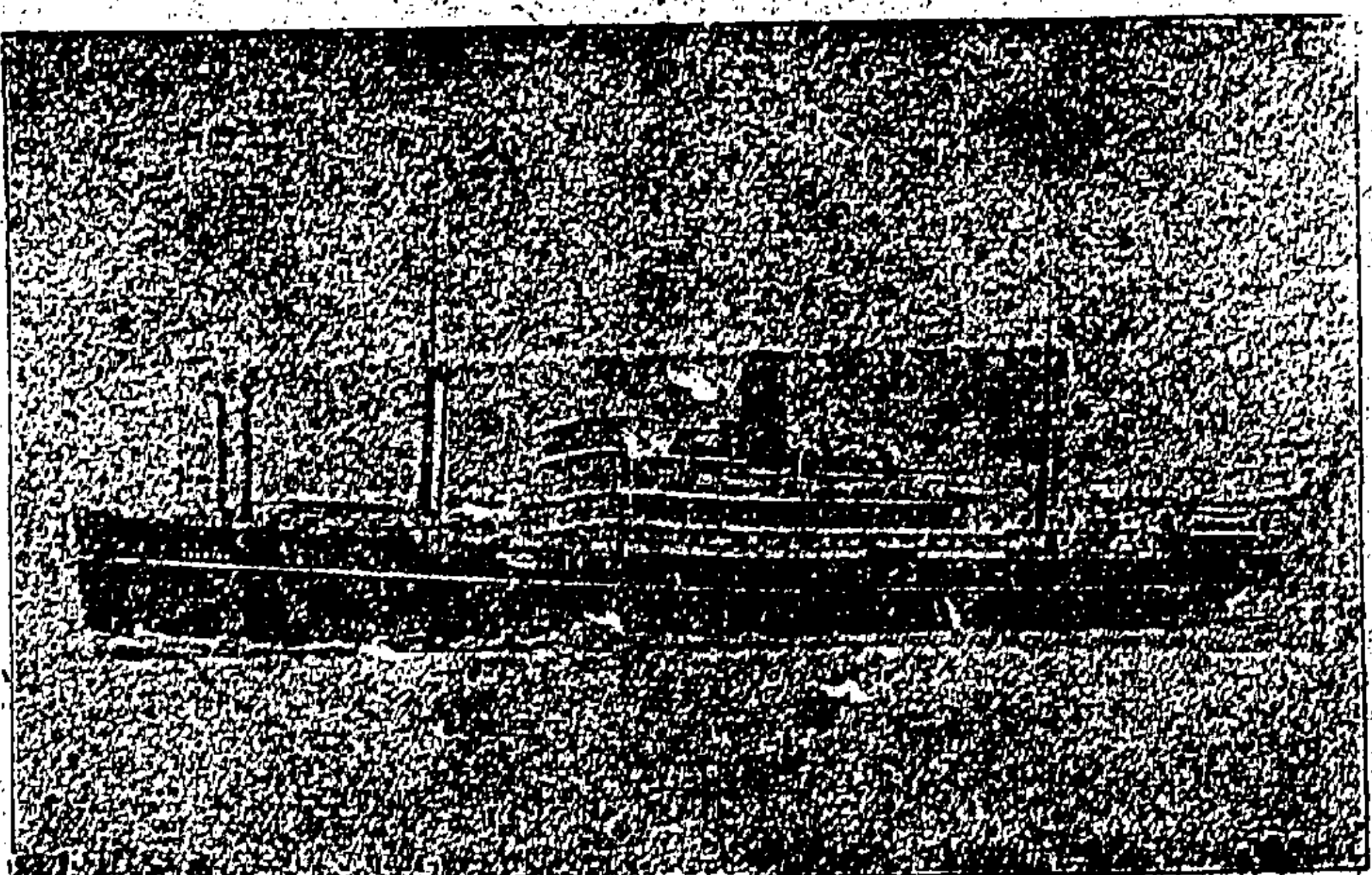
General Managers.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

Cons: U.S. A.I. A.B.C. Fifth Edition; Engineering: First and Second Editions, Western Union and Watkins' Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

BUILT AND EQUIPPED AT KOWLOON DOCK BY THE HONG KONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONG KONG SERVICE.

Please address enquiries to the Chief Manager,

B. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.

R.M.S. "EMPRESS OF ASIA"

will sail from

HONG KONG

for

VICTORIA and VANCOUVER, B.C.,

via Shanghai, Nagasaki, Kobe and Yokohama

at

DAYLIGHT,
Wednesday, November
16th, 1927.

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHECKS

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
2130, 2115, 2110, 2102, 2093; via SAN FRANCISCO.
6440, 63420 via JAPAN, and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 29th Nov.
SIBERIA MARU (Calls Keelung) ... Sunday, 11th Dec.
TAIYO MARU ... Tuesday, 10th Jan., 1928.
* Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.

SUVA MARU ... Saturday, 19th Nov.

FUSHIMI MARU ... Saturday, 3rd Dec.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 23rd Nov.

TANGO MARU ... Wednesday, 21st Dec.

POMBAY via Singapore, Penang & Colombo.

* MURBAN MARU ... Sunday, 27th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 16th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Thursday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.

* TSUYAMA MARU ... Saturday, 19th Nov.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

* DAKAR MARU ... Friday, 8th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

* MORIOKA MARU ... Friday, 18th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Nov.

SHANGHAI, KOBE & YOKOHAMA.

* DELAGOA MARU ... Saturday, 18th Nov.

* NAGANO MARU (Mojito direct) ... Sunday, 20th Nov.

* AWA MARU (Mojito direct) ... Sunday, 27th Nov.

KITANO MARU ... Tuesday, 29th Nov.

* Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 24th November, 1 p.m.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to & destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUREAU, CHUAN ROAD.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

SMALLER INWARD AND
THROUGH CARGOES.

Though about the usual number
of vessels arrived during the 24
hours ended at 9 a.m. yesterday,
cargo both for the Colony and for
other ports was below the average.
Only 9,933 tons of merchandise
were discharged here, of which,
2,889 tons were contributed by six
British steamers. The two best re-
turns were 4,907 tons of coal from
the s.s. *Ryui Maru* from Milke,
and 2,735 tons of gasoline and
general goods by the American
vessel *Jadden*, from New Orleans
and Amoy.

Through cargoes totalled 3,101
tons. Four British steamers car-
ried 2,411 tons. The only four-
figure return was shown by the s.s.
Kiangsu, from Bangkok and Swa-
tow, this vessel having 1,300 tons
The arrivals and departures during
the period under review were as
under:

	Arr.	Dep.
British	8	7
Japanese	1	6
Chinese	2	2
American	1	1
Italian	1	0
Total	13	16

The Carriers.

S.S. *Kiang Chow* (British) from
Bangkok, 1,500 tons general
inward.

S.S. *Hong Hua* (British) from
Penang and Singapore, 150
tons general inward and 90
tons through.

S.S. *Empress of Asia* (British)
from Manila, 192 tons inward
and 368 tons through.

S.S. *Hop Sang* (British) from
Canton in ballast.

S.S. *Lian* (British) from Shang-
hai and Amoy, 540 tons gen-
eral inward and 753 tons
through.

S.S. *Suyung* (British) from Can-
ton, 150 tons general through.

S.S. *Kiangsu* (British) from
Bangkok and Swatow, 330
tons general inward and 1,300
tons through.

S.S. *Jadden* (American) from
New Orleans and Amoy, 2,735
tons gasoline and general
inward and 160 tons through.

S.S. *Romulo* (Italian) from
Yokohama and Shanghai, 39
tons inward and 830 tons
through.

S.S. *Ryui Maru* (Japanese) from
Milke, 4,907 tons coal for
Hong Kong.

S.S. *Tok Hong* (Chinese) from
Macao, 60 tons general for
Hong Kong.

SUNRISE AND SUNSET IN HONG KONG.

FOR NOVEMBER, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
November 16th	6.35 a.m.	5.40 p.m.
" 17th	6.37	5.40
" 18th	6.37	5.39
" 19th	6.38	5.39
" 20th	6.38	5.39
" 21st	6.39	5.39
" 22nd	6.40	5.38
" 23rd	6.40	5.38
" 24th	6.41	5.38
" 25th	6.42	5.38
" 26th	6.43	5.38

VESSELS EXPECTED.

American Mail and Dollar Lines.
President Cleveland, Nov. 21st.
President Polk, Nov. 21st.

Australian-Oriental Line.

Changteh, Dec. 9th.

Taipei, Jan. 7th.

Bank Line.

City of Osaka, Nov. 27th.

City of Peking, Dec. 24th.

Blue Funnel Line.

Talithyria, to-morrow.

Patrolus, Nov. 19th.

Burynster, Nov. 19th.

Macdon, Nov. 28th.

Achilles, Dec. 8th.

Memnon, Dec. 8th.

Cyclops, Dec. 8th.

Pyrrhus, Dec. 10th.

Antenor, Dec. 15th.

Tydeus, Dec. 25th.

Ixion, Dec. 30th.

British India and Apcar Line.

Talamba, this afternoon.

Tilawa, Nov. 21st.

Tulma, Dec. 31st.

Canadian Pacific Line.

Empress of Canada, Nov. 22nd.

Dodwell & Co.

Calulu, Dec. 4th.

Armo, Dec. 8th.

Wray Castle, Dec. 10th.

East Asiatic Co., Copenhagen.

Kina, Dec. 17th.

Eastern and Australian Lines.

Tanda, Nov. 29th.

St. Albans, Dec. 3th.

Arufura, Jan. 2nd.

Glen Line.

Pembroke, Nov. 29th.

Gleniffer, Dec. 8th.

Glenogle, Dec. 22nd.

Glenaida, Jan. 12th.

Glenamoy, Jan. 22nd.

Hamburg-America Linie and

Hugo Stinnes Linien.

Ransee, Nov. 19th.

Ermland, Nov. 30th.

Vogland, Dec. 14th.

Albert Vogler, Dec. 31st.

Oldenburg, Jan. 12th.

Adolf von Baeyer, Jan. 28th.

Holland East Asia Line.

Zosma, Dec. 13th.

Oostherk, Jan. 10th.

Java-China-Japan Lijn.

Tijloda, Nov. 29th.

Tijmanok, Nov. 31st.

Tijndani, Nov. 24th.

Tijpana, Nov. 25th.

Tijruca, Nov. 28th.

Tijkini, Dec. 5th.

Tijtorom, Dec. 5th.

Tijkembang, Dec. 8th.

Tijkirong, Dec. 16th.

Tijkank, Dec. 19th.

Messageries Maritimes.

Sphinx, Nov. 22nd.

Paul Lecat, Nov. 23rd.

Min, Nov. 25th.

Andre Lebon, Dec. 7th.

Chevreton, Dec. 21st.

Angers, Jan. 4th.

Norddeutscher Lloyd, Bremen.

Fulda, to-morrow.

Trier, Nov. 19th.

Derfflinger, Dec. 19th.

Peninsular and Oriental.

Khiva, Nov. 19th.

Kashgar, Nov. 25th.

Mongolia, Nov. 25th.

Morea, Dec. 8th.

Kidderpore, Dec. 9th.

Kalyan, Dec. 12th.

Devanha, Dec. 23rd.

Mulwa, Jan. 6th.

Khyber, Jan. 20th.

(Continued on next column.)

DAILY WATERFRONT NEWS.

[BY LONGFOREMAN.]

British Survey Ship At Manila.

The *Herald*, British naval survey
ship, dropped her anchor in Manila
Bay for a two day visit last Thurs-
day. The *Herald* is a small boat
of approximately 1,000 tons, com-
manded by Captain Haseloff and
carries eight officers. The survey
boat has been in Borneo waters
recently and put in at Manila to
coal up before continuing her trip
to Hong Kong.

Chinese Deck Passengers.

Chinese deck passengers, arriving
in the Colony during the 24 hours
ended at 9 a.m. yesterday number-
ed 1,164.

Suicide at Sea.

A Chinese steerage passenger com-
mitted suicide by jumping over-
board from the s.s. *Hong Wai*
while the vessel was on a voyage to
this port from Penang and Singa-
pore.

WARSHIPS IN PORT.

Warships and auxiliaries in port
yesterday were:
South Wall Basin, *Tarantula*,
East Wall Basin, S/Ms. L.1, L.15
and L.23; North Arm, *Marazion*,
Titania and S/Ms. L.2, L.3, L.7
and L.8; West Wall Dock, *Somme*
and *Kharki*; In Dock, *Thracian*,
Sepoy and S/M. 20; Taikoo Dock,
Witherington, *Peterel* and *Tern*;
Kowloon Dock, *Wivern* and *Veteran*;
No. 1 Buoy, *Argus*; No. 5
Buoy, U.S.S. *Goldstar*; No. 7 Buoy,
Durban; No. 8 Buoy, *Ambrose* and
S/Ms. L.1, L.3, L.27 and L.31; No.
9 Buoy, *Herald* (on arrival); No. 10
Buoy, *Magnolia*; No. 11 Buoy,
Serapis; No. 12 Buoy, *Sterling* and
Stormcloud; No. 13 Buoy, *Bruee*;
No. 20 Buoy, *France* and *Belgoy*;
No. A28 Buoy, *Ruthenian*; Anchored
West of 20 Buoy, *Fortal*.
Foreign Men of War—U.S.S.
Pampanga and *Goldstar*; French,
Garboat Vigilante.

SHIPPING MOVEMENTS.

The s.s. *Empress of Canada* left
Yokohama yesterday (Tuesday) at 9
a.m., and is due at Hong Kong on
Tuesday morning, November 22nd.
She will sail for Manila on Wed-
nesday, November 23rd, at 5 p.m.

Nippon Yusen Kaisha.

Delagoa Maru, to-day.
Moroka Maru, to-morrow.
Tango Maru, to-morrow.
Taigama Maru, to-morrow.
Nagano Maru, Nov. 18th.
Suva Maru, Nov. 18th.
Hakodate Maru, Nov. 19th.
Singapore Maru, Nov. 19th.
Shikima Maru, Nov. 22nd.
Siva Maru, Nov. 23rd.
Wakasa Maru, Nov. 23rd.
Mito Maru, Nov. 24th.
Kitano Maru, Nov. 25th.
Yamagata Maru, Nov. 25th.
Fushimi Maru, Dec. 2nd.
Bekuyo Maru, Dec. 5th.
Siberia Maru, Dec. 5th.
Anka Maru, Dec. 9th.
Dakar Maru, Dec. 9th.
Tokushima Maru, Dec. 9th.
Hakosaki Maru, Dec. 16th.
Takaoka Maru, Dec. 20th.
Hakusan Maru, Dec. 30th.

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF DUNDEE" ... London, Rotterdam, Hull & Antwerp ... 23rd November

S.S. "CITY OF TOKIO" ... Marseilles, London, Rotterdam & Hamburg ... 3rd January

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other service.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF WILLINGTON" ... via Suez Canal ... 17th November

S.S. "CITY OF LAHORE" ... via Suez Canal ... 28th December

ALSO AGENTS FOR

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BOSTON, NEW YORK, PHILADELPHIA & HAVANA

M.V. "FORREBANK" ... via Suez Canal ... 27th November

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Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay (Port Elizabeth), Mossel Bay and Capetown.

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P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
SLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

